Intimations.

PAKHOI DISTRICT.

LOCAL NOTICE TO MARINERS

PAKHOI HARBOUR-

FAIRWAY BUOTH, MARRING CHANNEL.

TOTIOE is hereby given that Two 49:

REET NUN BUOYS have been moored,

one on either side, to define the fairway

between the Fish Stakes at the entrance to

The STARBOARD BUOY, entering from sea,

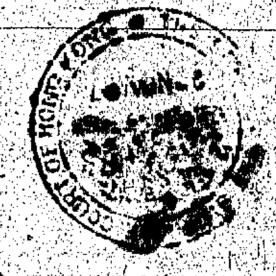
There is a clear Channel 270 reer wide

W. BRENNAN,

Acting Harbour Master.

the anchorage Pakhoi Harbour.

BETWEEN FISHING STAKES.



Vol. XLIII. No. 7569.

號二十月一十年七十八百八千一英

HONGKONG, TUESDAY, NOVEMBER 22, 1887.

Established February, 1845.

日八初月十年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON: -F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. Gondon & Goton, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEAGON & Co. 150 & 154; Leadenhall Street. W. M. WILLS, 151,

Cannon Street, E.C. PARIS AND EUROPE:—AMEDEI PRINCE & Co. 36. Rue Lafayette, Paris. NEW YORK :-- ANDRISW WIND, 21, Park

SAN FRANCISCO and American Ports gonorally: - Bran & Black, San Fran-AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTOH, Mel-

Red, surmounted by a GLOBE CAGE painted Black, is moored in 18 feet low water springs.
The Port Buoy, entering from sea, bourne and Sydney. CEYLON :-- W. M. SMITH & Co., THE APOTHECARIES Co.: Colombo. Black, surmounted by DIAMOND CAGE painted SINGAPORE, STRAITS, &c.: -- SAVLE & Black, is moored in 21 feet low water springs. Co., Square, Singapore. C. Heinszen

& Co., Manila. CHINA :- Macao, F. A. DE CRUZ. Swatwo. QUELOU & Ob. Amoy, N. MOALLE. Conchow, Hadar & Co. Shanghai, LANE, CHAWFORD & Co., and KELLY Approved: E TV VESH. Yokohama, LANE, CRAW-FORD & Co. and KELLY & Co.

Banks.

NOTICE.

TULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their promises in Hougkong. Business hours on week-days, 10 to 3 : Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500

in any one year. 3. Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months

at 5 per cent. per annum interest. 4. —Interest at the rate of 35 per cent. per annum will be allowed to depositors on their daily balances.

5. - Each Depositor will be supplied gratis with a Pass Book which must be presented with each payment or withdrawal. Depositors must not make Any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

- Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hougkong and China.

7. - Withdrawals may be made on demand but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

> HONORONG & SHANGHAI BANKING COBPORATION: T. JACKSON, Chief Manager!

Hongkong, September 1, 1889.

HONGKONG & SHANGHAI BANKIN CORPORATION.

RESERVE LIABILITY OF PRO- \$ \$7,500,000 PRISTORS,....

COURT OF DIRECTORS. Chairman-U. D. BOTTOMLEY, Esq. Deputy Chairman-Hon. J. BELL IBVING. W. H. F. DARBY, Esq. | Hon. A. P. McEWER. H. L. DALRYMPLE, S. C. MICHARLSEN,

W. H. Forbes, Esq. J. S. Moses, Esq. H. HOPPIUS, Esq. Hon. F. D. SASSOON. CHIEF MANAGER. Hongkong THOMAS JACKSON, Esq.

MANAGER. Shanghai, Ewen Cameron, Esq. LONDON BANKERS, -London and County

HONGKONG. -INTEREST ALLOWED. N Gurrent Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits :--For 3 months, 3 per cent. per annum. 4 per cent. " " 5 per cent. II

LOUAL BILLS DISCOUNTED. Oredits granted on approved Securities and every description of Banking ar Bichange business transacted. Drafts granted on London, and chief Commercial places in Europe, India, Australia. America, China and Japan. T. JACKSON,

Chief Manager. Hongkong, September 20, 1887.

Intimations.

NOTICE.

THE Undersigned are SOLE AGENTS for Hougkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, MONTSERRAT LIME JUICE

CORDIALS. 4. S. WATSON & Co., LD. Hongkong, May 3, 1887. HONGHONS, FIRE INSURANCE

COMPANY, LIMITED. ADJUSTMENT OF BONUS FOR THE YEAR 1886.

CHARRHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their CONTRI-BUTIONS for the year ending 31st December. last, in Order that the DISTRIBUTION of the PROFITS reserved for Contensurous may be arranged. Returns not rendered prior to the Thurriett DAY OF NOVEMBER MEAR will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Company, Limited.

Hongkoog, October 15, 1887.

HENRY Æ. SIDFORD,

Commissioner of Customs.

Pakhoi, 16th November, 1887.

Custom House,

between these Buoys.

TOTICE has been Received that the Annual PERAMBULATION of the WAR DEPARTMENT BOUNDARIES will take place from 10 a.m. the 22nd to 10 a.m. on the 23rd Instant, and that in consequence thereof all the ROADS within the Military Cantonment will be CLOSED to the Public during those hours.

> By Command. W. M. DEANE, Captain Supt. of Police.

POLICE OFFICE. 18th November, 1887. NOTICE.

S M I T H WINE MERCHANT, SHANGHAI. Agents: NORTON & Co.,

MARINE HOUSE, QUEEN'S ROAD.

Hongkong, October 1, 1887. HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD. MIRE BRICKS OF SUPERIOR QUALITY FOR SALE. PRICE, \$30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY,

'I have herewith much pleasure in testifying to the quality of the FIRE BRICKS as made by you at your new works. 'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire

After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for. 'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English

Fire Bricks I have been using.

Hongkong, May 23, 1887.

NOTIOE. THE Undersigned begs to inform her numerous Customers and the General Public of Hongkong and Our Port Re-SIDENTS, that she is prepared to SUPPLY FRESH MEAT, VEGETABLES, GAME, BRAWNS, GAME PIES, PORK SAU

SAGES, &c., &c., &c. All Orders will have prompt and careful attention. LAVINIA HOPKINS,

Corner of Ningpo & Szechuen Roads, Shanghai, 1st November, 1887.

NOTICE.

In the Matter of the Estate of LOUISA HAMS (F. C. Brown & Co.) late of Amoy,

NTOTICE is hereby given that all Creditors having Claims against the Estate of the late Louisa Hams (F. C. Brown & Co.) of Amoy, and all persons Indebted thereto, are hereby requested to send particulars of the said Claims and to pay their Indebteduess to the Undersigned on or before the 31st day of March. 1888, and to take due Notice that no Claims against the Estate will be received after that Date.

And Notice is hereby given that the Undersigned will not be liable for the Assets or any part thereof so distributed to any person of whose Claim she shall not have had notice at the time of distribution. THOMASIN CHARLOTTE NICHOLLS, Administratrix of the above Estate.

Lin Tow Jetty. Amoy, Nov. 14th, 1887.

FRENCH DRESS-MAKER.

35. WELLINGTON STREET, HONGKONG,

THE ONLY FRENCH DRESS MAKES

DIPLOMA IN PARIS IN 1884.

Hongkong, October 1, 1887,

IN HONGKONG.

Business Notices.

HAVE JUST UNPACKED THE FOLLOWING

NDRI

TOUBLE-BARRELLED SAFETY HAMMERLESS SPORT. ING GUNS, with all-latest improvements.

HANGING, WALL and TABLE LAMPS. BILLIARD BALLS, RESTS and CUES. NEWEST NOVELS.

FEA-TASTERS' TIME GLASSES single and double. POCKET KNIVES and FANCY CUTLERY HORSE CLIPPERS:

DOG COLLARS and RUG STRAPS.

WALKING STICKS and UMBRELLAS. "NEW ELECTRO-PLATED WARE

LANE, CRAWFORD & Co. Hongkong, November 16, 1887.

Victoria Hotel. Praya and Queen's Roud Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a aplendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c , has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious. large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMORING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken. Messrs. DORABJEE & HING KEE. Proprietors.

Hongkong, September 16, 1885. G L E N E A G L E S

FURTHER DELIVERIES OF NEW GOODS: MASHMERES in all the New Shades. FANOY VELVETS to Match.

8, 15, 20-Button Length SUEDE GLOVES. New FLOWERS, FEATHERS and WINGS. DRESS FLOWER SETS for Evening Wear. RIBBONS and LACES in great variety. Beaded DRESS SETS and ORNAMENTS. Made-up COSTUMES.

All Colours in BRUSSELS and Victoria NETS. TOYS OF EVERY DESCRIPTION. VICTORIA EXCHANGE, November 17, 1887. (T E L E P H O N E 21).

Tailors. Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

++ +

AND BROWN, HARD AND in a variety of New Shapes.

> DRAB and GREY SINGLE and DOUBLE TERAI HATS.

STRAW HATS,

MILITARY and FELT HELMETS, and

TWEED HATS and CAPS in Stock and made to order. Hongkong, October 8, 1887.

QUEEN'S ROAD CENTRAL, HONGKONG. J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A PEW MINUTES' WALK PROX THE PRINCIPAL LANDING PLACES. GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE.

TIFFIN at 1 o'Clock. DINNER at 7.30. BILLIARD WELL VENTILATED ROOM TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY. Hongkong, April 1, 1887.

Intimations.

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1886.

MHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year end ing 31st December last, in Order that the PROPORTION of PROFIT for that year o be Paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in

By Order of the Directors. JAS. B. COUGHTRIE, Secretary. Hongkong, November 1, 1887.

or Alterations will be allowed.

NOTIOE

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED,

THIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention. In the Event of Complaints being found necessary, Communication with the Under-

satisfaction. D. GILLIES, Hongkoug, August 25, 1885.

signed is requested, when immediate steps

will be taken to rectaly the cause of dis-

Intimations. DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG. Surgeon Dentist,

(Formerly Articled Apprentice and Lat-TERLY ASSISTANT TO DR. ROCERS, T the urgent request of his European and American patients and friends, before the 30th Instant, will be made up has TAKEN THE OFFICE formerly occupied by Dr. Rockes, No. 2. DUDDELL STREET.

> CONSULTATION FREE. Discount to missionaries and families. Sole Address 2. DUDDELL STREET, (Next to the New Oriental Bank.)

Hongkong, January 19, 1885.

D. KILEY, SAIL-MAKER. AWNINGS AND FLAGS. No. 23, Praya Central,

Hongkong, November 1, 1887. SAILOR'S HOME. NY Cast-off Chorness, Books, or

Papers will be thankfully received at the Sailor's Home, West Point. Hunghong, July 25, 1887.

Intimations. LETTERS PATENT.

the Matter of the Petition of FRANK ALBERT SMITH, of Steelton, in the County of Douphin and State of Poun-sylvania, United States of America, Gentleman, FOR LETTERS PATENT, for the exclusive use within the Colony of Hongkong, of an Invention, for 'Improvements in Domestic and other Refrigerators and Apparatus for the Manufacture of Ice ' for which Her Majesty's Royal Letters Patent were granted on the 14th day of September, 1886; to the said FRANK ALBERT SMITH.

NTOTICE is HEREBY GIVEN that the Peti-IN tion, Specification, and Declaration required herein by Ordinance No. 14 of 1862, have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said FRANK ALBERT SMITH by ALFRED BULMER JOHNSON, his duly-authorized Agent and Attorney, to apply at the sitting of the Executive Councit bereinafter mentioned for Letters Patent for the exclusive use within the said Colony Instant, at 11 a.m. of Hongkong of the above named invention. And Notice is hereby also given that a sitting of the Executive Council, before whom the matter of said Petition will come for decision, will be held in the Council Chamber, at the Government Offices, Victoria, Hongkong, on the 30rm DAY or NOVEMBER, 1887, at Noon.

> FRANK ALBERT SMITH, A. B. JOHNSON, His Agent and Attorney.

Supreme Court House. Hongkong, November 19, 1887. THE HONGKONG AND KOWLOON WHARF AND GODOWN-COM=-

PANY, LIMITED. ATOTICE is hereby given that all VESSELS IN DISCHARGING BOMBAY COT TON and COTTON YARN at the Kow LOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be

Charged. ISAAC HUGHES, Scoretary. Hongkoug, November 7, 1887.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers Jewellers, Gold & Silversmiths. ATAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS:

BINOCULARS AND TELESCOPES RITCHIE'N LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS. NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE.

VOIGTLANDER'S CELEBRATED

GOLD & SILVER JEWELLERY. in great variety. DIAMONDS o- AND -S DIAMOND JEWELLERY.

PATTERNS, at very underate prices. 742 For Sale.

A Splendid Collection of the Latest London

FOR SALE. THE BRITISH STEAMER

ATHOLL.

gister and 170 H.P., with all Her TACKLE, APPAREL and APPUR-TENANCES, as she now lies in this Harbour. For further Particulars, apply to

ADAMSON, BELL & Co., Hangkong, October 31, 1887. FOR BALE.

THE SPANISH BARQUE TERESA of 567 Tons Register, Copper Fastened, and well found in Riggings, &c. For further Particulars, apply to REMEDIOS & Co.,

Captain VENERO on Board Hongkong, November 18, 1887. FOR SALE

TULES MUMM & Co.'s OHAMPAGNE, Dubes Frères & de Gernon & Co.'s BORDEAUX OLARETS AND

Baxter's Celebrated Barley Bree WHISKY, -\$73 per Case of 1 dos. GIBB. LIVINGSTON & Co. Hongkong, July 18, 1884.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY. FOR LONDON PIA SUEZ CANAL. The Co.'s Steamship Captain Asquist, will be despatched as above on Deucalion, FRIDAY, the 25th Instant.

BUTTERFIELD & SWIRE, Hongkong, November 21, 1887. 2284 OCEAN STEAMSHIP COMPANY.

For Freight or Passage, apply to

FOR SHANGHAL (Taking Cargo & Passengers at through rates for NINGPO. CHEFOO. NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship The Co. 8 Steamsunp
Priam
Captain Burler, will
despatched as above

SATURDAY, the 26th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE

Hongkong, November 18, 1887,

Shipping.

Steamers. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW The Co.'s Steamship . Captain Asuron, will be despatched for the above Ports on WEDNESDAY, the 23rd Inst., at

Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Tiongkout. November 21, 1887.

FOR YOKOHAMA AND KOBE. The Steamship Captain F. NAGEL, will be despatched for the above Ports on WEDNESDAY, the 23rd For Freight or Passage, apply to

SIEMSSEN & Co., Agents. Hongkong, November 21, 1887.

THE BEN LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE. The British Steamer Capt. FARQUEAR, will be despatched as above on or about WEDNESDAY, the 23rd Instant For Freight or Passage, apply to CIBB, LIVINGSTON & Co.,

Agents. Hongkong, November 21, 1887. THE BEN LINE OF STEAMERS.

FOR SINGAPORE AND LONDON. The British Steamer Benlawers. Capt. WEBSTER, will be despatched as above on or about WEDNESDAY, the 23rd Instant For Freight or Passage, apply to GIBB. LIVINGSTON & Co.,

Hongkong, November 21, 1887. 2267

FOR BANGKOK (DIRECT.)

THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED, The Company's Steamer Captain J. Newton, will be despatched for the above Port on THURSDAY, the 24th Inst.

at Daylight. For Freight or Passage, apply to YUEN FAT HONG.

THE GIBB LINE OF STEAMERS. FOR KOBE (DIRECT.)

Hongkong, November 21, 1887. 2270

(Returning thence via this port to the Colonies.) The British Stoamer Captain Allan, will be despatched as above on Gulf of Aden. of 1,436 Tons Gross, 922 Tons Net Reor about THURSDAY, the 24th Instant. The Steamer will load in Japan for the Colonies, leaving Kobe on the return voyage about the 4th Proximo.

Attention is directed to her comfortable Saloon and State Rooms, which afford excellent Accommodation for the First-class Fare for the round trip to this port (possibly returning via the Inland Sea, Nagasaki and Foochow), \$70.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers. Hongkong, November 21, 1887.

STEAM TO BOMBAY VIA STRAITS The P. & O. S. N. Co.'s Steamship

Khira

will leave for the above places on FRIDAY, 25th Instant, at 3 p.m. E. L. WOODIN.

Acting Superintendent. P. & O. S. N. Co.'s Office. Hongkong, November 19, 1887. 2260 OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI FIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-OHWANG, TIENTSIN, MANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Menelaus, Captain Nelson, will be despatched as above on SATURDAY, the 26th Instant] For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, November 18, 1887. NAVIGAZIONE GENERALE ITALIANA: (Florio & Rublitino United Companies.

Agents.

STEAM FOR SINGAPORE, PENANG & BOMBAY, Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN). and GENOA; also to MARSEILLES, a 1 Mediterranean, Adelatic, Levas. TIME and SOUTH AMERICAN PORTS, up to OALLAO. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD.

The Co.'s Steamship Capt. D. Marchi, will be despatched as above on THUESDAY, the 1st December, at Noon. At Bounay the Steamers are discharging in Prince's Docks. For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co. Agents.

Shipping.

Steamers.

STEAM TO YOKOHAMA, PIA NAGA SAKI AND KOBE. (Passing through the INLAND SBA.) The P. & O. S. N. Co. a

will leave for the above places on FRIDAY, 25th November, Bt

Acting Superintendent. P. & O. S. N. Co.'s Office,

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SAIGON

The Co.'s Steamship Borneo, Capt. Wilkens, will be despatched as above on or about the 26th Instant. For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents. Hongkong, November 18, 1887. 2247 EASTERN AND AUSTRALIAN

LIMITED. ADELAIDE.

TASMANIA, &c.) The Steamship

Airlie,

Captain Ellis, will be despatched for the above

RUSSELL & Co., Hongkong, November 21, 1887.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

FOR SYDNEY, MELBOURNE AND ADELAIDE. (Taking through Cargo for QUEENSLAND

PORTS TASMANIA, NEW ZEALAND, &c.) The British Steamer 28th Instant, at 4 p.m. To be followed by the S.S. Gulf of Aden

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND

CALCUTTA. The Co.'s Steamship Captain Davies, will be despatched as above on

General Managers. Hongkong, November 21, 1887. NOTICE.

MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship Commandent VIMONT, expected here on or about FRIDAY, the 25th Inst., will be despatched for SHANGHAI, KOBE and YOKOHAMA shortly after her arrival from Europe.

Agent. Hongkong, November 19, 1887. 2261 Sailing Vessels.

FOR SAN FRANCISCO. The 100 A 1 British Barque Bandaneira.

For Freight, apply to RUSSELL & Co. Hongkong, October 21, 1887.

The 3/3 L.L.1, American Ship Toches, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

Hongroug, October 6, 1887.

Steamship

E. L. WOODIN.

Hongkong, November 11, 1887, 2000

AND SINGAPORE

STEAMSHIP COMPANY,

·FOR SYDNEY, MELBOURNE AND (Calling at PORT DARWIN & QUEENS-LAND PORTS, and taking through Cargo to NEW ZEALAND.

Ports on SUNDAY, the 27th Instant, at For Freight or Passage, apply to

OCEAN STEAMSHIP COMPANY. FOR SHANGHAL

Captain Nish, will be despatched as above on SUNDAY, the 27th Instant.

Hongkong, November 18, 1887. THE GIBB LINE OF STEAMERS.

Capt. Deason, due about 24th Instant, with part Cargo from JAPAN and FOOCHOW, will be despatched as above on MONDAY, the

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hougkoug, November 21, 1887.

about 15th Proximo.

TUESDAY, the 29th Instant, at 3 p.m. This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates. For Freight or Passage, apply to JARDINE, MATHESON & Co...

COMPAGNIE DES MESSAGERIES

G. DE CHAMPEAUX.

AHRENS, Master, will load here for the above Port, and will have quick despatch.

FOR NEW YORK.

RUSSRLL & Co.

Hongkong, November 19, 1887.

Notices to Consignees.

SHIRE TINEOF STEAMERS. NOTICE TO CONSIGNEES

S.S. MONMOUTHSHIRE, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAP DRE.

ONSIGNEES of Cargo are hereby in ormedithat all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon WHARF & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon

TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 26th Instant will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th Instant, or they will not be recognised.

No Fire Insurance has been effected: Bills of Lading will be countersigned by ADAMSON, BELL & Co.,

Hongkong, November 19, 1887. FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Frigga, Captain F. NAGEL having arrived from the above Ports, Consignees of Cargo' are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-Mornow Morning, the 20th Instant. Any Cargo impeding her discharge will be landed into the Godowns of the Kow-LOON PIER AND GODOWN Co. and stored at

Consignoss' risk and expense. No Olaims will be admitted after the Goods have left the Godowns, and all Goods, remaining undelivered after the 26th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Inst., at 10 a.m. No Fire Insurance has been effected. SIEMSSEN & Co.,

Agents. Hongkong, November 19, 1887.

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY.

the 26th November, 1887, at 2 p.m., at No. 7, GAGE STREET,-THE WHOLE OF THE

HOUSEHOLD FURNITURE, &co. (Mostly American-made), comprising:

AMERICAN-MADE SOLID WALNUT ORIMSON and Blue Velvet-covered Drawing-room SUITE (QUITO now), SHAKESPEARE CENTRE TABLE, and TEAPOY. CHIMNEY GLASSES, PICTURES, INLAID

CABINET and BRACKETS and ORNAMENTS. CENTRE CARPETS, and HEARTH RUGS. TAPESTRY-COVERED DRAWING-BOOM STITE,

TEAKWOOD DINING TABLE, SIDEBOARD with MIRROR BACK, and WHATNOT, DINNER, DESSERT and BREAKFAST SETS, GLASS, and PLATED WARE. ANTIQUE OAK AMERICAN-MADE BEDROOM

FURNITURE, consisting of BEDSTEAD with WIRE SPRING MATTRESS, WARDROBE, BU BEAU with GLASS, WASHSTAND, Lady's DAVENPORT, TABLE and CHAIRS. AMERICAN-MADE WAINUT DOUBLE BED-

STEAD, TEAKWOOD WARDROBES with PLATE GLASS DOORS, and CHEVAL GLASS. A COTTAGE PIANO. &c. &c.

Terms of Sale.—As customary. J. M. ARMSTRONG. Auctioneer. Hongkong, November 22, 1887.

Catalogues will be issued.

TO LET. TO AXTER HOUSE, WEST; BONHAM D ROAD, 8 ROOMS.

Early Possession. Apply to A. SETH, Hongkong, November 22, 1887.

U. B. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco, via Yokohama, on SATURDAY, 10th December, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama-and other Japan Ports, to San Francisco, to Atlantic and Un Inland Cities of the United States, via Over- | Oh land Railways, to Havana, Trinidad, and Car Demerara, and to ports in Mexico, Central | Ch and South America, by the Company's and Ho connecting Steamers.

Through Passage Tickets granted to Sa England, France, and Germany by all Th trans-Atlantic lines of Steamers. First-class Fares granted as follows:-- 1

To San Francisco ... To San Francisco and return. available for 6 months ... f To Liverpool ... 333.00 To London 338.00 To other European points at proportionate Ci Officers of the Army, Navy, Civil Service

...\$200.00 ,

and the Imperial Chinese Customs, to be 11 obtained on application. Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. This allowance

does not apply to through fares from China [1] and Japan to Europe. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages

should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San

Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN. Hongkong, November 22, 1887.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY LIMITED.

TAIWANFOO. The Co.'s Steamship

Captain HUNTER, will be Ports on FRIDAY, the 25th Instant, at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

INDO-CHINA STEAM NAVIGATION

Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, HANKOW and Ports on the YANGTSZE.

The Co.'s Steamship Fooksana. Captain Hood, will despatched as above SATURDAY, the 26th Instant, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, November 22, 1887.

For Freight, apply to ARNHOLD, KARBERG & Co.

PRAYA RECLAMATION SCHEME.

NOTICE:

from the Colonial Secretary a Reply to the Representations made through him on behalf of the Marine Lot Holders, conveying to him the Final Decision of the Colonial Government on the Praya Reclamation Scheme and on the objections taken to it. Requesta the MARINE LOT-HOLDERS to MEET HIM in the City HALL on SATURDAY NEXT, the 26th Instant, at 2.30 p.m., for the purpose of considering and finally deciding on the acceptance or rejection of the Scheme. Hongkung, November 22, 1887.

ARRIVAGS. November 21, 1887:-

Oopack, British steamer, 1,729, J. Jacques, Liverpool October 6, Penang Nov. 11, and Singapore 14, General. -- ARNHOLD, KARBERG & Co.

Thales, British steamer, 820, W. Y. Hunter, Taiwanfoo via Amoy and Swatow Nov. 21, General. - Douglas Steamship Co. Wyvern, British steamer, 1,107, Brother-

ton, Otaru November 12, Coal, -JARDINE, MATHESON & Co. Hogg, Shanghai November 18, and Swatow

Comète, French gunboat, 475, Lieut.-Commander Martel, Haiphong Nov. 19. Ashington, British steamer, from Wham-

Victoria, British steamer, 1.375, J. Coundon. Kobe November 15, Coal and General. -Russell & Co.

Erato, German-barque, 641, A. Wehmann, Cardiff July 2, Coal -ORDER. Airlie, British steamer, 1,492, Winthrop Ellis, Adelaide October 19, Newcastle 26, Sydney 29, Moreton Bay November 1, Keppel 3, Cleveland 4, Cooktown 5, Thursday Island 7, and Port Darwin 13, Coal and General, -Russell & Co.

Tartar, British str., 1,262, D. Stewart Baily, Hamburg and Singapore Nov. 12, General .-- Adamson, Bell & Co.

DEPARTURES. November 22:-

Tetartos, for Nagasaki. Ningpo, for Shanghai. Triumph, for Hoihow. Ancona, for Europe. City of Sydney, for San Francisco.

CLEARIST.

Vorwaerts, for Touron. Frejr, for Haiphong. Dajila, for Amoy and Manila

Parsencieus.

Per Copack, from Liverpool, &c., 370 Per Thiles, from Coast Ports, 91 Chinese. Per Fooksang, from Shanghai, &c., Mi Cooper, and 31 Ohlnese. Per Comete, from Haiphong, M. Bihourd French Minister), Colonel Tisseyre, Capt. Favalelli, and Lieut. Cros.

Per Airlie, from Sydney, &c., Messrs J. E. Hawes, G. Gracewood, 105 Chinese, and Per Tartar, from Hamburg, &c., Capt,

le Mitt, and 200 Chinese.

DEPARTED

Per Ningpo, for Shanghai, Hon. J. Rus-

sell, and-native servant, Mr J. Thurburn, and Dr. Rob. Cox. Per Ancona, from Hongkong: for Singapore, Mesers Oyden, Hammersly, Korr E. E. Abrahamson, and J. F. Lechie; for Colombo, Mrs Mauran and 2 Misses Mauran; for Bombay, Messrs B. F. Kavarana, F. Abdoolcader, M. P. Talate, D. C. Mehta, M. M. C. Junnaty, E. E. Elias, A. E. Moses and M. T. Arratoon; for Brindiei, Mr W. Price; for Marseilles,

Messra H. Lamond and Hardy ; for London,

Mr C. S. Goodwyn, Sergeant and Mrs R.

Pylse and infant From Shanghai: for Marseilles, Messrs H. A. J. Macray and A. F. Thompson; for London, Mr and Mrs H. G. Fryer, Misses Fryer and C. K. Todd From Yokohama; for Brindisi, Mr Lacey. Per City of Sydney, for Yokohama, 1 Chi nese; for San Francisco, Mrs S Clark, Rev. Bishop Warren and wife, Mrs Cornelia Miller, Messrs W. S. Iliff, James C. H. Ferguson, and 101 Chinese.

TO DEPART. Per Dafila, for Amoy, 160 Chinese.

SHIPPING REPORTS

The British steamer Thales reports Taiwan to Amoy, strong N. to N.N.E. monsoon with high sea and clear weather. Amoy to Swatow, light N.E. winds and amount sea. Swatow to port, moderate breeze and sea.

The British steamer, Fooksang reports Had moderate to strong N.E. winds, and fine weather throughout. The French gunboat Comète reports : On 10th November, spoke steamer Danube, from Hongkong, bound Haiphong. The British steamer Victoria reports Had strong N.E. winds with heavy and

confused sea. The British steamer Airlie reports Started on her return voyage from Australia, leaving Port Adelaide on the 19th Oct. Newcastle 26th, Sydney 29th, Moreton Buy 1st November, Keppel 3rd, Cleveland th Cooktown 5th, Thursday Island 7th, and Port Darwin 12th November; had fine weather throughout. The British s camer Tartar reports During the voyage experienced a very heavy typhoon, and had very bad weather the

EXPORT CARGOES.

whole of the passage.

Por S. S. Sin Pablo, sailed November 12th :-For Yokohama, 624 bags Sugar and 232 pkgs. Merchandise; for San Francisco, 13 353 bags Rice, 420 bags Benns, 20 bag Sugar, 200 boxes Oil, 17 cases Silks, chests Crude Opium, 140 bales Gambier 500 bales Jute, 639 pk s. Tea and 3,318 pkgs. Morchandise; for Acajutla, 2 cases Merchandise; for La Libertad, 1 case Silks; for Punta Arenas, I case Silks; for San José de Guatemala, 11 cases Silks; for Honolulu, 433 pkgs. Merchandise; for Panama, 810 bags Rice and 414 pkgs. Merchandise; for Callao, 32 pkga. Merchandise; for Chicago, 2 0 pkgs. Tea; for New York, 26 pkgs. Tea, 18 cases Silks and 70 bales Raw Silk.

POST OFFICE NOTICES.

For YOKOHAMA AND KOBE .the 23rd inst.

For HAIPHONG. Per Plue Quee, at 5 p.m., on Wednesday,

For BANGKOK. the 23rd inst.

For SWATOW, AMOY & TAIWANFOO. Per Thales, at 5 p.m., on Thursday, the 24th inst.

Per Thibet, at 5 p.m., on Thursday, the 24th inst. For STRAITS & BOMBAY.

POST OFFICE NOTICES.

MAILS will close;— For SHANGHAL-Per Fooksang, at 3.30 p.m., on Saturday

the 26th insta For STRAITS & CALCUTTA .-Por Taisang, at 2.30 p.m., on Taceday, the 29th inst

MAILS BY THE FRENCH PACKET .-French Contract Packet Natal will be despatched on TUESDAY the 29th Instant, with Mails for the United Kingdom, Europe, and places beyoud, via Marseilles; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery Madras, Calcutta, Adon, Mauritius. Haypt, Malta, and Gibraltar.

the Mails, Ac. HOURS OF CLOSING THE FRENCH MAIL. The following hours are observed in closing Mails, &c., by the French Contract

The usual hours will be observed in closing

Packet :---P.M. - Money Order Office closes, Post Office closes, except the Night Box, which is always open out of Office hours.

Day of departure,---A.M. -Post Office opens. A.M. -- Registry of Letters coases. 10.30 A.M. - Posting of all printed matter and natterns coases. A.M. - Mails closed, except for Late

Late Fee of 10 cents until 11.30 A.M.—When the Post Office closes CHRISTMAS & NEW entiroly. 11:40 A.M.-Late Letters may be posted on board the packet with Late. Fee of 10 cents until time of

11,10 A.M.-Letters may be posted with

CHINA COAST METEUROLOGICAL

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W. DOBERCE. Government Astronomer. Hongkony Observatory, November 22.

BAROMETER, reduced to 52 degrees Fahrenneit, and to the level of the sea in inches, tenths and hundredthe. 2. TEMPERATURE, in the shade in degrees.

3. Howinity, in percentage of saturation, the modity of air satzirated with moisture being 4. Discorting or Wind, to two points. 5. Fosce of Wine, seconding to Beauter

6. STATE OF WEATHER, b blue sky, c de tached clouds, d driggling, rain, flog, g gloomy h hair I lightning, o overcast, p passing showers y aqually, r rain, s snow, t thunder, v visibility ic dew (wet).

7. Rain in inches, tonthe and hundred the. SUN AND TIDE TABLE FOR HONGKONG.

(From The Hongkong Almanack.) NOVEMBER.										
3=3	Нюн	WATER.	8 0	n.						
Day of	Morn.	•	kisés.	Sets.						
Month.	н. м. 70.33	н. м. 4,40	н. м. 6.18	H. M. 5.14						
23 24	1.23 2.34	5.25 5.58	6.19 6.20	5.14 5.14						
25	4.25	6,26	6.20	5.14						
26 27	5.59	6.51	6.21	5.14						

7.8 7.13 6.22 7.14 mins. later than at Hougkong; at the arises from possible gusts of popular passion. Barrier: 3 hrs. 15 mins.; at the Salt Flats: 3 hrs. 30 mins.; at Shameen:

NOVEMBER 22, 1887.

11 B.m. - Frigga leaves for Y hama, &co. General Memoranda. Saturday, November 26 :2 p.m.—Auction of Household Furniture, &d., at No. 7, Gage Street. 2.30 p.m. Meeting of Marine Lot-

Holders in the City Hall. Goods per Monmouthshire undelivered after this date subject to rent. Goods per Frigga undelivered after this date subject to rent. WEDNESDAY, November 30 :--

MEMOS. FOR TO-MORROW

Shipping.

Daylight .- Maitan leaves for Coast Ports.

List of Contributions to the H.K. Fire Insurance Company, Ltd., to be gent in before this date. List of Contributions to the China Fire Insurance Co., Limited, to be sent in before this date.

vol. XVI.-No. 2. _()F THE_

NOW READY.

A. S. WATSON & Co., LIMITED.

ARE NOW SHEWING NEW SEASON'S

YEAR CARDS. including some

MHROMOS OF SWISS AND HOME SCENERY. suited for Framing.

Christmas Confectionery

will be OPENED out in A FEW DAYS. A. S. WATSON & Co., LD. HONGKONG DISPENSARY.

Hongkong, November 14, 1887. 2227 The publication of this issue commenced at 8.05 p.m.

The China Itlan.

HONGKONG, TUESDAY, NOVEMBER 22, 1887.

TELEGRAMS.

(Via Southern Line.) THE HEALTH OF THE CROWN

SUPPLIED TO THE 'CHINA MAIL'

LONDON, 20th November, 1887. The malady from which the Crown Prince of Germany is suffering is pro-

THE MEETING OF THE CZAR AND EMPEROR OF GERMANY.

nounced to be a suft cancer of the worst

Emperor of Germany was most cordial. (From the Singapore Papers.)

The interview between the Czar and the

THE HEALTH OF THE CROWN PRINCE. London, November 11th, 1887 An Official Bulletin states that the physicians summoned for consultation hold adverse views to that of Dr. Mackenzie, and that the grave fears are unremoved.

It is expected that the Crown Prince will come to Berlin to undergo an operation.

LORD BALISBURY ON THE

SITUATION LOND N. 10th Nov. The Premier, speaking at the Guildhall last night, said that there was no cause for uneasiness about the maintenance of peace, that he believed every ruler in the world was anxious for it, and that the only danger

LOCAL AND GENERAL

PASSED SUEZ CANAL Jornako Bound:--Victora, H. Haarfager Aug. 23 : Toonan, Oct. 10: Althacrain. 11 Teresa, 18; Flintshire, Nestor, Poseidon, 25 , Achiller, Glengyle, Nov. 1; Chingipo, 4; Denbighshire, Glenartney, Lydin, Bayern, 8; Teviot, Ursula, 11 . Djemmah, Prometheus, 15: HOMEWARD BOUND: — Beniarig, Hector, Sept. 30: Agamemnon, Polyhymnia, Carmarthenshire, Oct. 4; Elektra, Gleneam; 7; Djemnah, 11; Cardinanshire, 14;

Moray, 18; Glenfalloch, Imperator, 21 Benalder, Neckar, Yangtst, Palamed Olympia, 25 : Breconshire, Nov. 4 Orestes, Palinumis, 8; Diomed, Gleiogle, Hesperia, Port Adelaide, 11; Ajax, Saghalien, Mosser, 10 The ateamship Ava, with the FRENCH MAIL of Oct. 21st, was to leave Saigon on Tuesday, the 22nd instant, at 7 a.m., and may be expected here on or about

Friday, the 25th instant. This packet

Bellerophon, Glenroy, Electra, Tetan

from Hongkong on Sept. 9. The P. M. S. S. Co.'s S. S. City of Rio de importance. Straits Times Janeiro, with the AMERICAN MAIL, was to leave Yokohama on Sunday, the 20th instant, and may be expected here on or about Saturday, the 26th

The Ben Line steamer Bengloe, from Lon-

don and Antwerp, left Singapore on the

on or about the 22nd instant. The Indo-China Steam Navigation Co.'s steamer Taising, from Calcutta, left 23rd inst.

Liverpool, left Singapore on the 17th instant, and may be expected here on or about the 24th inst. The O. S. S. Co. s steamship Priam, from Livergool, left Singapore on the 17th inst., and may be expected here on or about the 24th isst

The O. S. S. Co.'s steamer Menelaus, from

The O. S. S. Co.'s steamship Cyclops, from Laverpool, left Singapore on the 18th instant, and may be expected here on or about the 25th instant. The Navegatione Generale Italiana Co. aleamer Sture left Singapore for this

The Union Line steamer Cambodia left Sin-

he steamship Japan, from Calcutta, Singapore on the 22nd inst., and may be expected here on or about the 29th

Acting Chief Justice Russell left to-day for Shanghai by the steamer Ningpo

THE French gunboat La Comete, Lieut-Commander Martel, arrived to-day from Halphong with His Excellency M. Bihourd on board on his way Home, we presume

Chau-Fu had been the scene of a great fire which consumed some 500 houses. Messes David Sassoon, Sons & Co. inform us that the S. S. Japan left Singapore

to day, and is expected here on or about the 29th inst. THE Agent of the M. M. Co. informs us that the Co.'s steamer Aca; with the next

French mail on board, left Saigon to-day (Tuesday), the 22nd instant, at 7 a.m., for this port.

Ir will be seen by advertisement, that the Hon. C. P. Chater calls a meeting Marine Lot owners for Saturday next, the 26th, to finally settle the proposal to reclaim the foreshore.

AMONGST the bodies of victims of the Wahyoung disaster recovered through the efforts of the Tung Wah Hospital Committee, we understand a good many had large sums of money about them. The number of bodies picked up at the scene of the wreck is 160 These were removed to the matalied erected for the purpose on the Honam side for identification by their relatives.

THE German barque Centaur went into the Amoy Dock on the 17th inst.

Ir is said that if the Chinese nation were to pass before an observer in single file the procession would never cease, for a new generation would be coming on the scene as fast as the procession moved. Ir is reported from Peking that Koren has

Courts, they shall in every case be presented by the Chinese Minister to the Court to which they are accredited. An inquest was held at Singapore on the bodies of the three men who were killed by the Buggis man, who ran amok two weeks

ago. The jury returned a verdict in each

agreed that if she sends Ministers to Foreign

case of culpable homicide amounting to murder, against the man. According to a native paper, Li Hoh-nien, once Viceroy at Foothow). Is appointed by Decree Viceroy in charge of the Yellow River repairs : the present Vicercy Ch'eng-

for is to remain on duty, endeavouring to

redeem his past errors by future zeal.

THE Hat Pag says that the French have been exploring the sources of the Red River, and have erected the tricolour at a spot which the Siamese claim to be in Siamese territory, alleging as their reason that the place belongs to Campin (Cambodia), which is a French dependency.

Paris, has memorialized the Japanese 60veryment as to the advisability of establish-France, in addition to the Consulate in It is rummered that the Japanese Govern

ment will establish a Japanese Consulate in

Bangkok, whither a Vice-Consul will be despatched shortly. THE following are among the additions

tion Fund 2-Sir R. T. Rennie. 100 by Mr Muirhead vid Hankow, and wi reach the scene of suffering in abou

eighteen days.

ties have issued a proclamation fixing the lekin on augar at 160 cash a bag (white) and 100 cash (brown.) The old rule was wrecked. to count 108 catties as 100, and the bags really weighed about 130; but of late the weight has increased to 160 and 170 estries. in consequence of which sharp practice, the gross weight, including ture, is now fixed at 120 catties. The Shansi guild proposed 150 catties, but this was rejected and if bags in future exceed 120 catties in weight gross, the sugar will pay by the catty.

now before us, an Appendix to the Straits Settlements Blue Book for 1886, containing impossible to give an idea of the amount of detailed local import and export returns, bearing upon the period in question. The bulk of the work and the enumeration of less then seven hundred tons of powder the articles dealt in, show at a glauce the stored. I have just wired you a message. increasingly prominent position taken up by the Colony in the commercial world The list of countries carrying on trade with these settlements evidence the ever-widening sphere of the latter's commercial influ- supposed, at the fort, but at the back of the ence. So far as the future is concerned brings replies to letters despatched the forecast decidedly points to the standy development of the Colony in mercantile lying at anchor about a mile off, and the

THE PROGRESS OF SINGAPORE - We have

to the great convenience of the place and 15th instant, and may be expected here | foreign legations to keep out foreign store. Singapore on the 16th instant, and foreign resident in Peking is now but to world. As the community is leigh enough not object, why then should the forurn

A m basisdor implicated. The socond store gapore on the 19th instant, and may is that of a Done, Mr Kieroiff, who carries be expected here on or about the 26th | on his business in coals, copper, kerosine ciem multis aliis, with loss let or hindrance. But as two stores exist, one with considerble official preference over the other, why should not Collins & Co., or Mr Blow of Pientain or the large store-keepers of Shanghai be debarred by their diplomatic representatives from opening establishments also No doubt for well-atocked stores there would be abundant customers—native as well as foreign in Peking, and there is no reasonable ground why we should be at the mercy if the one foreigner]who imports kerosine oil for instance, and who, having the actual monopoly, levies excessively heavy toll from us. No valid reasons exists why two and only two people should possess the land one under limitation and the other with While the Thales was at Swatow, a rumour privileges. The foreign legations are keepwas prevalent that the Chinese city of Chating themselves in a false position, and we trust that they will accord to all a fair field and no favour. The existing state of things is a discreditable farce.-Peking Correspondent Chinese Times.

> THE Kashgarian authorities ask that the Russian Minister may be moved to agree to a turiff under the treaty of 1880, which provided that Russian subjects trading in Kashgaria and Sungaria might be temporarily exempted from duty until trade should have become flourishing, when a tariff would be drawn up, abrogating that temporary provision. The value of Russian imports into and exports from the Kashgar intendancy now reaches Tis. 1.200,000 a year, and those of the Aksu intendancy Tis. 200,000, exclusive of what enters China by way of Ili and Tarbagatai. Moreover. Russian traders both sell their exemption papers to natives, and take Chinese Andiians and Kazaks (Kirclis) under their caravan protection; so that, though the action of true Russians with true foreign goods may perhaps be viewed leniently, it becomes a serious matter when Chinese subjecta with Chinese produce are improperly brought under the exemption; and the time has arrived for a change. Apart from this question, the Custome at Hami and Kucheng now produce Tis. 20,000 a year apiece from the taxes on the northern and eastern roads trade; and it is now proposed to establish offic a at Sui-lai and Turian, so as to tax the trade of the western and southern roads, too, the head office being at Kashgar.

The Great Disaster at Amoy. A TERRIFIC EXLOSION. PROPERTY DAMAGED IN FOREIGN

SETTLEMENT. (From Our Correspondent.) NOVEMBER 19, 1867.

At 2.30 p.m. a terrible explosion was beard in Amoy and at the same time the windows and ceilings commenced to fall in the houses in the foreign settlement. On looking in the direction of the noise a dark cloud was observed to rise, showing that the Powder Magazine situated at Eh-mungkang had blown up, and I have heard that there is a terrible loss of life, as the Magazine was situated in a thickly-populated

neighbourhood. In the houses in the foreign settlement at Kulangsoo there is hardly a sound pane of glass or a whole ceiling. The explosion must have been heard for several miles. 5 p.m.—The explosion took place at 2.06 p.m., not at 2.30 as in my first letter.

I have just been over the scene of the

disaster. The Magazine is one pile of dirt. and everything within a radius of 500 yards is one beap of ruins, in the fields in the vicinity large banian trees, about 8 feet VISCOURT Tanaka, Japanese Minister to diameter near the ground, are bodily uprooted. After the explosion a fire took ing two more Japanese Consulates in place through the houses falling, and it speedily burned down about 100 houses, but was eventually stopped by the sea beach, as the wind was fortunately blowing that way. The people are very quiet, apparently stupitied by the explosion. Wherever you turn you are likely to see a hand or subscriptions to the Yellow River Inunda- log or some other part of a human body. During the fire some wretches were as heartless as to commence looting. One strange thing is that a large jess-house The sum of \$497.80 has been forwarded near the Magazine, with small plaster figures on the roof, has almost entirely escaped. The figures are all intact, but the doors of the joss-house were blown in. Otherwise A MATIVE paper says the Tientain authori- no damage was done to the building, although the houses round were completely

> - (From another Correspondent.) Just time to write a few lines. The magazine at Eh-mang-kang has just

exploded; particulars not yet known; the loss of life must be very great; not a house in Keolangago that has not received

The village is now in flames, and it is damage; it is reported that there were no Thates now leaving.

The Powder Magazine is not, as we first

village of Eh-mung karig. The Thales was force of the explosion was such as to make all the windows in the cabin rattle. Capt. FOREIGN STORES FOR PEKING. - Now that a Hunter does not think the loss of life can bank of the first class has its brench here, be so greatess was at first supposed. Of its inhabitants, whether mative or foreign, course, every one in the Magazine must the time has come to test the absurd restrict have been blown into smithereens, but tions raised by the more puritanic of the there could scarcely be more than 100 men keepers. There is a Western community in there. The loss of life otherwise was caus-Peking on the whole opplient, and the ed by the falling in of houses within a pretnumbers are certain to increase. Every to long radius of the Magazine, but the may be expected here, on or about the dissilvantage. As only two foreign stores houses were mostly small, and as the scotexist, both of limited scope, the personal or dent occurred in the day time, probably hogsehold needs must be requisitioned from 300 or 400 are the most that would have of November to the middle of March Poking I thed in this way. There would appear to is shut out from contact with the outer have been a number of rookets in the Mato support three or four good stores, why | gesine, and these were fired of in a manner should any absurd and wholly obsolete that was not recented on. The atplosion soruple stand in the way? The Chinese will is said to have econsult while its men were ministers bar the way to their own injury | making descridges, but as no one lived to

FOR SWATOW, AMOY AND

Hongkong, November 22, 1887.

COMPANY, LIMITED.

FOR SHANGHAL

FOR HAVRE AND LONDON. The As 1, British Barque Blackadder,

C. E. Hore, Master, w!! load
here for the above Ports, and will have quick despatch.

Hongkong, November 22, 1887.

AR. C. P. CHATER, having Received

SHIPPING

November 22:--

Fooksang, British steamer, 911, H. W. 21, General.—JARDINE, MATHESON & Co.

MAILS will close:-Per Trigga, at 10.30 a.m., on Wednesday.

the 23rd inst., instead of as previously notified. Per Taichiow, at 5 p.m., on Wednesday,

For NAGASAKI. KOBE & YOKOHAMA.

BB-Righ water at Whampoa: 2 hrs. 30

3 hrs. 45 mirs. Moon-First Quarter, 22d. 6h. 20m. after-Per Khive, at 3.30 p.m., on Friday, the 25th inst. SHARE LIST. -QUOTATIONS.

Stocks.	Nos. of Thares	rain.	Paid- up.	Position PER Reserve.	LAST REPORT. Balancec.f'voard	Last Dividend	Closin J Quotations, Cash.
BANKA. Longkong and Shanghai Bank Corp.	30,000	5 12	all'	\$ 3,900,000	\$ 8,228.50 at working a/c	30/ for ½ year to June 30/87	152 % prem.
Insurance Co., Ll	1935 - 1	E ZA	£ ō	Tla. 100,000	Tls. 406,132.00	Tla. 23.65 for 1886	ris. 2574
anguaze Insurance Company, Ld Inion Insurance Society Co., Ld hina Traders' Insurance Co., Ld	10,000	\$ 250	\$ 25	8 614,000			\$87½ per share, buyers
anton Insurance Office Co., Ld hinese Insurance Co., Limited	10,000 1,500	\$ 250 \$ 1,000	\$ 50 \$ 200	\$ 188,000 \$ 28,711 5	\$ 494,400.00 \$ 125,771.29	10 % for 1885 8 % for 1886	\$75, sales \$215 per share, sellers
longkong Fire Insurance Co., Ld.,	20,000 40,000 20,000	\$ 100 \$ 100 \$ 100	\$ 20 \$ 20 \$ 20	1	\$ 243,738.44 \$ 17,000 \$ 7,713.40	\$ 6 for 1885	*19, buyers. \$18
The Straits Insurance Co., Ld			\$ 20 all {	\$ 200,000 \$ *40,000		7 % half year June 30/87	\$29, sales \$208, sellers
Douglas Steamship Co., Limited in lo-China S. N. Company, Limited 60,000 shares issued	20,000 18,387 31,212	\$ 50 £ 1 £ 1	all £ 10 £ 10		 \$	8 % 7 % for 1885 None	\$47, buyers 12½ % dis., sellers \$50 nominal
医乳腺素质 化自然性性检验性 医电影 医电影 医甲基氏管					\$ 1,492.91	C1 6/ E 1	
IK. and China Gas Co., Limited. \ New Shares	1,900	E 11	£ 7.1	£ 9,177.31.1	£ 1,527.3.11	10 % and 2 % bonus for '84	\$130 or share, buyers, for
3,000 shar issued	3,000 15,000				\$ 678.94 \$ 13.781.53	\$5 half year June 30 1887 6 % for 1 year to June 30/87	\$185 ex div., nom \$145. buvers
Hongkong Ice Company, Limited Hongkong Bakery Company, Ld Luson Sugar Company, Limited Perak Sugar Cultivation Co	5,000 600 7,090 5,000	# 25 # 50 # 101 T1. 50	all all all	\$ 30,00 \$ 6,00		12 % for 1886 1 % for 1886 None None	\$54 " sellers \$110 " ex div., nom \$50 " nominal, Tis. 18 "
Perak Tin Mining & Sting Co Punjom & Sunghie Dua Samatan) Mining Co	40,000	8 10	1.5.2			None None None	810 buyers 815], buyers 8146, buyers
H'kong Rope Manufactory Co., Ld	4 4 4 6		12-0.03			7.7	843 per share, sales

* Equalisation of Dividend Fund.

1886 z..... 17700,000 T1.250

1. S. Watson & Co., Limited.

hinese Imperial 1884 B....

HK. High-Level Transways Co., Ld. 1,250

T Depreciation and Insurance Fund.

June16&D

7 % prem., buyers

8 7 prem. buvers

10 % prem, buyers

12 % prem.

port on the 18th instant, and may be expected to arrive on or about the 25th

There are two loreign stores in Peking now, tell the sale, the eract truth can startely From the very respectable Monaignr be known. Below the Magazine which comestibles can be had. But he carries on exploded is said to be an underground his trade with some restrictions, since some Managine also stared with powder, which scandal in another country involved as Fronch Embersy in discredit and rules the The not Merred.

THE S. S. OOPACK IN A STORM. The British steamer Covack reports : Left Singapore on the 14th November, had fine weather and light Westerly winds till the 16th, when the wind hauled to the N.E. with rain and high N.E. sea. On the morning of the 17th, a heavy gale was blowing with a heavy sea and much rain. Barometer steady at 29.92 ship going slow, head to sea, lat. 10° N. long. 100° 50' E. At midnight wind blowing very hard with torrents of rain, baremeter falling and wind hauling North; evident signs of a typhoon. the sea being terrible; kept ship going dead slow, with her head to the sea as much as possible. At 4 a.m., 18th, barometer 29.45; wind N.N. W. at davight wind W.N.W. barometer steady; at 7 a.m. kept the ship away before the wind and an to E. and N.E. wind hauffing to S.W. busometer rising. At 10 a.m., weather moderating noon, less rain and line, sea going down thence to port, strong N.E. monsoon and file weather, but high N.E. sea.

THE PRAYA RECLAMATION AND

The following correspondence has been forwarded to us for publication Hongkong, 22nd Nov. 1887.

The Hon. F. Stewart, LL.D., Colonial

Sin,-With reference to the last paragraph of your letter- to me of the 18th instant, where you state that the extension of the cross streets in the proposed new. reclamations must be on the same centre to the line of the proposed seawall. The passage in your letter which I refer to may have either meaning, and I therefore would be obliged by your elucidating this point for the information of the marine lotowners. -I have the honor to be, Sir, your obedient servant,

(Sd) C. P. CHATER. Colonial Secretary's Office. 22nd Nov. 1887.

The Hon. C. P. Chater. Sir. —In reply to your letter of this date on the subject of the street extensions on the proposed Praya Reclamation, I have the honor by direction of the Governor to express His Excellency's regret that. explanation given in my letter No. 1781 of

the 18th instant was not more lucid. With the view of clearing up the doubt which has not unnaturally arisen. I am to refer you to the plan signed by the Acting Governor, whereon the directions of the Streets are precisely indicated.—I have

FREDERICK STEWART. Columnal Secretary.

THE GOVERNMENT CIVIL HOSPITAL CASE.

The hearing of the case against Watson and Roy, late Wardmasters in the Government Civil Hospital, was continued before Mr Wodehouse this afternoon. Mr Johnson prosecuted and Mr Webber appeared for Roy, Watson being unrepresented. The following evidence was called.

and have the general supervision of the Government Civil Hespital The Ward. did not say 550 yen or 550 dollars. I am | call out that any one upstairs had better Masters complained to me about money not quite sure he did not say simply run away. being banded by them in the absence of the Steward and there being no security. we asked for the information or he gave it was first insured for \$1,800 by Pustau I said if any money was given to them they | voluntarily. This conversation took place | & Co., who declined to renew, and it has were to give a receipt for it to the patients until they received a proper receipt from the Steward, and handed that to the patient. This happened about six months ago. Mr Rodger and Dr. Yarr. the Acting Superintendent, and the Ward masters. Roy and Watson were present This was a verbal order, and was not reduced to writing. They were to hand over any money or valuables to the Steward as quickly as possible and get his receipt. Mr Johnson-Cartain instructions have

been handed in: Dr. Ayres-These instructions written by Dr. Wharry and added to by Dr. Yarr are still in force. They are dated 12th Feb | pay me. Boy gave me \$5, on the 3rd, novertheless. 1887. They have been in fo ce since then. The 12th rule correctly describes what the Wardmaster is to do.

Sunday, 30th October, with valuables, was there any necessity for the Wardmaster taking possession of them and holding them to the 2nd November ! Dr. Ayres-Not the slighest; six or seven

hours is the longest he should hold them. In reply to Watson I do not remember the two. I did not see a silver watch in the exact circumstances under which the wardmasters made a representation to me about receiving money. They all came up to me and the affair was settled then their own satisfaction. I do not remember Watson writing a chit to me about the matter: he may have done so: I have an indistinct remembrance about Watson | and that they were taken out. complaining about a receipt for valuables being signed by a Chinaman. Watson made a suggestion that a chit book should ing the drawers be kept by the wardmasters.

me any orders. Dr. Ayres (by Mr Webber) -These rules are made by me and have received the sanction of Government temporarily, but it was arranged that they should hold good till the arrival of the new Superintendent when they might be amended or added to. Dr. Wharry was asked for rules. There did not exist any written rules The small clock was given after tiffin and iron, flour, &c. There was no kerosene. before and Dr. Wharry drew up these, the other about 9 o'clock in the morning, She was licenced to carry 596 passengers. There were a few rules before. This The silver watch was given to me. I did The vessel's toursee was 338 and her horse trouble occurred after these rules had not go in and ask can catches. I gave power 60. She was constructed as a river been put in force. I simply added a verbal the watch to Mr Rodger, who saked me steamer. The passengers were stowed in instruction to these rules for their own pro- for it. I have been stopping in the pantry the tween decks and on the top deck and can't restrict the Chinese from smoking, if | fire. A fireman reported fire in the after-

because the rules did not sufficiently pro. Hing shop opposite the Victoria Hotel below that. There was a platform laid all right. vide for the keeping of valuables belonging. The Englishmen asked ine to leave it there, above the tunuel; it was not a to patients. My rules must receive the con. I did not go in to the shop. It was not regular but a shifting platform. In that firmation of Government before they come Watson's compradore, as far as I know, part of the ship there were ten bales either into force. I wrote to the Colunial Secretary I did not receive any money for taking it, of fish or medicine, I don't know which. about this order, and he has the document. We waited at the shop for half an bour. There were no passengers in the forehold clothes that the rolms of the deceased have pital. I have been six months in the Hos- those in the after bold. There were some been sealed by the police and I have noth. Dital. I never saw the box be ore in Roy's on the swning deck. They all kept their ing to do with the rooms so long as the room seals are on. They cannot have anything | Chang Achi-I am coolie at the Civil | passengers on any other part of the ship. out until they have the instructions of the Hospital. On the 2nd lest I was on duty The crew consists of 21 all told-myself.

from Dr Ayres, which explained the matter l auffloiently. They did not wish to break any seals and suggested that the police officer should be present perty, whether the official assignee, or Dr.

red before the death then the property

stated to whom the property belonged. Mr Johnson said he was not sure whether the wrongful appropriation occurred before or after the death, but if the Magistrate insisted on his fixing an owner would give it as the Court Registrar as

Official Administrator. Mr Rodger (recalled) said the original of the rules was with the Government. A copy was sent to each of the wardmasters. A Chinese clerk in the Government Civil Hospital said the rules were made by Dr. Wharry in October last and were handed by him to the Wardmasters in February this year. A copy of the tules, with an addition by Dr Yarr, was also sent to the wardmasters on the 12th August 1887 and they signed a chit book for it. The role, with regard to the dispusal of valuables was in the copy sent on the 12th

To Watson-The rules were made in October 1886 and were shown to you by Dr. Whatry, who afterwards told you, you had better copy them. They were handed to you on the 12th February.

To Mr Webber-I have been in the Hospital since March 1886. I copied the rules on the 11th February from the original sent to the Government. Henry Way said-I am seaman and am

now a patient at Government Civil Hospital. I know Roy, I remember Roy asking me about three weeks ago to do something one evening about seven o'clock. He asked me if I knew the Victoria Hotel. I said I did not : Burns, a patient, who was along with the same purpose. The flames had such a me, said I know. Roy said you can go hold of the place and were raging to such both together: I want to sond a box there. Iwo coolies came and got the box and we and I ran up to the roof and escaped. The went with them. The coolies took the box, deceased was burnt, and I had my left arm line as the present cross street, I would be I believe, from the wardmasters room. The and neck burnt. I believe the deceased obliged by your informing me, whether is is box was taken to the Victoria Hotel. meant that the entire extensions of these The box was not left at the Victoria Hotel it. The fire originated through the kerocross streets shall be a continuation in the by the coolies. It was put down opposite, sine lamp which was hanging over the landsame straight line of the present streets, or and Borns went back to the Hospital to ing dropping down and bursting. It was whether you adhere to the original plan ask what was to be done. From what he the cook a duty to look after the lamp and make these extensions at right angles said on return the coolies took it to a coffee As he was away this duty was performed shop, where it was left. I received no money for this except 10 cents to pay a ricksha if I felt tired. Roy told me before going with the box to take off my hospital clothes and put on my own clothes. By Mr Webber-The Chinese coolies did

not leave the box at the Victoria Hotel. They took it to a Chinese shop, but the shopkeeper would not take it in. I do not suppose I would be allowed to wear the Hospital clothes in the street. Roy told me to change the clothes. I did not suggest the change. I saw no name on the box. S. C. Michaelson -lam a partner of Mesers Melchers & Co. I knew the deceased Beusch. I went to the Hospital on the evening of the lat inst. with Mr Goosmann and was out. The people downstairs did not Mr Kuhlmann, When we arrived there we come up. The property was insured by saw Roy. We asked the latter about Mr Holliday. Wise & Co. I did not actually Beusch, and he said we could not see the nationt as he was unconscious at the time. We had a conversation of about ten minutes together and I told Roy to tell Mr Beusch as soon as he regained consciousness that I the honor to be, bir, your most obedient had taken charge of all the boxes, trunks When I was at the foot of the stairs, the and personal effects that he had left on board the steamer. Mr Gousmann remark. ed that, as far as he knew, Mr Bensch had out the fire with them. There were three some money and valuables, with him at the Hospital. I and Mr Goosmann asked what had become of these things, and he said they were in safe custody of Mr Watson, who had taken them from Mr Beusch and was taking charge of them. He said that there were 550 france in gold, 2 sovereigns, gold watch and chain and some Japanese coins. I remarked. I suppose that is all right, and Mr. Roy said Yes, that is all

right. Dr Thompson was not present dut the fire. I know the shop was insured ring that interview; he came in about five but don't know how much. The minutes later, and then we went in with Dr. Ayres said-I am Colonial Surgeon him and saw the patient. I could not re- me, and as soon as he heard cognise any of Mr Beusch's property. gold pieces. He either said francs or | Kwan Ah Mon said :- I am master of gold pieces. I cannot remember whether the Kwong Nam Cheong. The shop the night before Mr Beusch died.

defendants. I remember Watson leaving. I insurers. I was away in the country when remember his room. There was a box for the fire took place. One of my Fokee's keeping Government clothes. After Wat- told me that the shop was burns and asked son left the clothes were taken out of the lime to come down. He said he was out and box and the box put into Roy's room. In that when he returned he saw the shop the morning I saw it in Roy's room and in was on fire. the evening it was taken away. This was Ong Kam Tong said : - I am a doctor of on the 2nd, the day of Mr Beusch's death, the Tung Wa Hospital. The deceased was Mr Roy asked me to take it away. I and admitted on the 17th instant, suffering take it to a coffee shop. Two Europeans when he was admitted. His hair and

leaving \$1 due. To Watson-I remember you going out Death. about 7.30 on the 2nd inst. I saw Mr Mr Johnson-If a patient arrived on Roy in your quarters after you left. He went in and out of my room. There was a clock in the bedroom and also one on the mantel-piece. Roy gave them to me as a cumelian and I have sold them. I know nothing about a double-case watch and two silver chains. I got 80 cents for the sitting room. I did not search the drawers. I did not know where the key

ias to do with the case. Witness-There was one drawer locked.

Watson-Then he must have been try-Witness I did not see any Chinsman in ling for an inquiry, was read. Watson-I don't remember you giving your room after you left. I am still in the Huapital. I had no conversation with Mr | deposed as follows :- I was in command of

By Mr Webber-Watson and Roy messed | ber is 88/8 4. She was registered here. together, and they were in the habit hold a master's certificate of Hongkong of paying me alternately. The first two number 257, We let Hongkoug for Canton months. I was in the service Watson on the 15th ibst about 5.30 p.m. We had paid me and Roy paid me last month, so far as I know, about five hundred pag The clocks were given to me on the 2nd. sengers. We had a general cargo, opium fish, tection, which so far may not be binding on Foom at the Hospital since the defendants some in the after-hold. We had left. I have been doing nothing. The decks right along the thip from By the Court - The verbal order was given box I have spoken of was taken to the Yu stem to stern. There was no deck

and the last withers

John William Burns said-I am an watch and watch. On leaving port I was in weeks. We left Hongkong at 5:30 sampan. Englishman and a cook on board whigh I sharge of the ship. At Kap-st-mun I was p.m. on the 15th inst. for Canton. We Arthur Wagner, casistant Marine Sur. | Society, together with other agents, to car-Mr Webber asked who elsimed this pro | was in the Civil Hospital on the 2nd inst. relieved by the chief mate He holds a had a general cargo, stow d chiefly veyor, said - I surveyed the Wals-veiting ry-the outrages into effect. It is suspected My Roy told me and Way to take a box master's certificate. Everything was quiet in the main-hold, there being only a small on the 3rd October. I was then acting for that an attempt upon the life of Mr Bal.

The mate number of cases in the after hold. These Mr Braver of produce the certificate of four life of Ireland, was con-When I want back to the Hospital, after relieved me on the forward deck. There were laid down on both sides of the tunnel. survey deted bin December 1885 when she remplated, but the police eleverly dogged the compradore sear the Victoria Hotel Last was no bridge. She was atcored from the There was a deck of loose planks laid down | was surveyed for a special licence for river every conspirator, whether in Hogland. refused to take it in, Boy saked me if I avoing deck. When I was relieved the over the tought in the after hold. The service. I also produce a certificate of knew a shop to take it. I said I knew one comprador was collecting the passage. plants were placed as close as they would, survey dated Sed October. Everything so would belong to Mr. Beneti, it ster to the in Graham St. He told me to take it these money. The was managed by putting the he together. We sometimes carried kero- far as I know was in proper order. The

know what has become of the box. I could not say definitely that anything was this occasion the number we had on board feet from me. We had four boats which the Wah-yewig. I don't think there would or by the Steward at the Hospital. The case was then adjourned till Thursday at noon...

THE GREAT FIRE.

INQUEST ON THE CHINAMAN. The inquest on the body of Li Ah Po the old man who died from injuries received at the fire in Queen's Road on the 1 th instant, was held at the Magistracy before Mr. Mitchell-Innes and a Jury, consisting of Mesara G. L. Tomlin, R. P. Dipple, and L. J. Xavier. The following evidence was taken :--

Chan Sam said :-- I am an employee at Kwong Nam Cheong, Nos. 253 and 255 Queen's Road. On the night of the 16th instant, fire broke out on the first floor of the house. The deceased was on the top fluor. I was on the ground floor and ran unstairs to extinguish the fire. I saw the deceased come down to the first floor for an extent that we could not do anything. by a substitute named Yau Hoi on that night. The house was insured for \$3,500 on fixtures, goods and furniture. There were many lamps burning in the shop at the time. The property was formorly insured for

To the foreman :- I am a shopman and the deceased was a partner in the shop. The first floor was occupied by a Japan trader. He was insured and his risk was included in that of the shop. To a jurur :- There were three of us

trying to put out the fire-niyself, deceased To the Court :- There was no one on the top floor at the time. The Japan trader see the lamp burst. While I was going unatairs to case myself I saw the lamp fall and burst up. The fire was not a large one at the time. I at once called out fire shouting to the people in the shop. lamp had not yet dropped. I got some boards and proceeded to men on the groundfloor, but they did no come up to assist us to put out the fire. They were looking after the shop.

To the foreman .- All the men in the

shop lost their personal effects. Ng Tak said :- I am a carver No. at 253 Queen's Road. I was living on the top floor of the house. I heard a call of fire from downstairs, and I went up on to the roof and escaped, and know nothing of ceased was living on the same floor with he ran downstairs to extinguish it, and at Oross-examined-I am quite sure Roy | the same time I heard people downstairs

since been reduced to \$3,500, (about two Ho Ako said-I am the boy of the two months ago), Holliday Wise & Co. being the

went with us. Watson owed me money beard were burnt. I attended him and when he went away and he asked Roy to gave him medicine to cure him, but he died The Jury returned a verdict of Accidental

The 'Wah-yueng' Disaster

MARINE COURT OF INQUIRY. An Official Inquiry was opened, at the Harbour Master's Office this morning, into the circumstances attending the burning of the British steamer Wah young, of Hong. kong. The Court consisted of the Hon. H. G. Thomsett, R.N., Stipendiary Magistrate: (presiding); Staff Commander John His Worship-I do not know what this G. Buckner, R.N., of H.M.S. Victor Emanuel : Mr John Metcalfe, master of the Watson-When I make my defence I will British S. S. Oceanic; Mr Walter Harvey state that I left the things in the drawer | Watton, master of the British S. S. Batavia: and Mr Charles Frederick Preston, master of the British S. S. Khira. The letter of Mr.J. H. A. Witt, mester and commander of the Wah-young, apply-

Capt. Witt. who was the first witness the Wah-young of which the official num-

luggage alongside of them. There were no and Boy was on duty at the same time. one mate, a shief and second engineer both many passengers on deck. Mr Webber said he had exceived a letter Boy saked me to carry a wooden clothes- certificated, a boatswafu, a carpenter, two | Carl T. A. Zindal, mate of the Wahe box. It was taken from Roy's room by me quarter masters, six sailors, five firemen, a peung -I hold a master's certificate. I cook, and a steward. The mate and I had was mate of the Wak-years for five as the soldiers from the fort, stoned the Caved warning of the intended attempt, he

His Worship thought it should now be three days we could keep the box and all I had nothing to do with the number harbour. We always took the planks away allowed to carry on the tween decks 230, geon, pestor of the Metropolitan Pabernacle that was in it. Before we started Roy of passenge a or the quantity of cargo on when we had kerosche in the after hold on the awning deck 357. Sho was not has severed his connection with the Beptist gave us 10 cents such; and when I went board. The comprador looked after that, and put them right of licenced to carry assengers below the Union of England. He is dissatisfied with back Ry gave me 40 conts to get tobacco The rule was that when the vessel was near the 15th the Comprador counted the pas- main-deck. There were some houses on the the action taken by the Union with respect or something for us, telling us we must not Whampon the comprisor brought me the sengers when we got outside the herbour, main deck in which passengers were to his charges against the ministry, which get drunk and get into trouble. I did not manifest of passengers and cargo. The I was standing by to see that they kept in allowed to go. The total number of pass are to the effect that the ministry is declinsay anything about the 40 cents to the other panal number of passengers we carried was order. Trelieved the Captain about seven sengers she was allowed to carry was 596, jug spiritually and theologically.

> said about a letter. He said if he did not was much in excess of what we usually were in checks on the awning deck. Two have been time for that ret something or other we could get the carried. I did not go round the decke were amidships and two right aft. Each Li Foon said :- I was the list pilot of Imperial army shows that Russia, like box. The idea of a letter was not suggest- before going to bed. It was about half- had davits. We had eight life-buoys, Bix the Walt-years, on the night of the 15th France, is ready for war should hostilities ed to me by the Inspector, by the sergeant past six when I was relieved, and I went to aft and two forward. There were two inst. After the fire was reported the Cap- break out. bed then. I usually relieved the mate abreast of the wheel-house. We had four tain told me to port the helm. I did between ten and eleven. I was awakened rafts besides, two aft on the comprador's port, and the ship was run ashore. by hearing somebody calling out fire on house abatt the engine room, and the other It was about three or four minutes the ship. It was somebody who spoke in two were forward at the mess-room. There from the time I was told to port until Lord Randolph Churchhill will be appoint-English. My cabin was forward near the was a seamen on the lookbut in the foretop the ship touched. At the time the chip ed to succeed the Marquis of Lausdowns as wheelhouse. I went on deck and looked of the whoel-house. There was one quarter- touched the ground the fire was as far for- Governor-General of Canada. afe on the starboard side. I could see no master in the wheel-house, and a pilot ward as the companion leading to the awnsign of fire and I crossed to the port side We had two pilots. During the time I had ing deck. It had not reached the wheelwhen I saw a large flame and smoke burst- been in the ship I had seen two boats house. The wheel-house was full of smoke ing out the ough the port side. I saw no lowered. It did not take more than two before I left it. fire on deck. We had four boats; they minutes to get them out. I never saw The Captain, in reply to Captain Thom- the Philippine Islands should participate in were carried on checks on the deck. They the life-rafts put overboard. There was sett, said he had no further statement to the Melbourne Centennial Exhibition. were ready for being got out at short notice. a difficulty in getting them overboard make, nor did he wish to call any other We had four bamboo life rafts and eight as they were too large to be put over witnesses. life-buoys of the ordinary circular kind, easily. About nine o'clock one of the Captain Thomsett-I think, perhaps, I delivered at Turin by Signer Crispi, the Our life rafts were stowed forward and pilots came and told me that one of the ought to call your attention to one fact that Italian Premier, in which he discussed at the buoys were hung outside the ship. passengers said there was smoke aft. I has come out in the evidence, and that is some length the present aspect of European When I saw the fire issuing from the ship went right oft and went down to the tween that you were carrying passengers in a part politics, has produced a strong impression I asked the pilot where we were. He was on | decks. I got abreast of the engine-room of the ship where you had no licence to at St. Petersburg. the wheellouse. He said Chuenpee. I told and saw a very little smoke, but when I carry them. What have you to say that The Central European Powers have him to port the helm. I saw the passengers | went further aft I saw a thick heavy smoke | that? on deck when I came up, but I did not see and finnes burst out of the after hatch. I left the engine full speed shead. When Captain and the engineers and swam to the whether the owners wished it or not. The months. the ship struck I was still on the fore part shore. I could not say whether we passed lowners may be in the wrong, but the Capof the deck. I told the chief engineer to any Chinese on our way to the shore, the tain is the man that suffere.

> > passengers. The passengers jumped over- chief engineer up. The boats of the Powan just tell me to get. board. The smoke was then blowing to and Pasig came along. The Captain and I Captain Thomsett, after taking down starboard. When she took the ground she went into the water again and took some Captain Witt's statement and reading slewed round with the current. I told the passengers ashore. The second engineer was it over to him, said-I think in your passengers to take chairs or anything they too weak to go. could lay hold of and jump. When they got the time I had got the ship's head directed gers. to the shore the whole ship was enveloped in By Captain Thomsett-I can't make out flame and smoke. I cut away the buoys how the fire spread so soon to the fore-bold that were close to my hand and gave them I suppose it ran along the tween decks. to some of the passengers. The smoke The fore-hold hatches were battened down. was so dense that we could not see anything. We left the ship some four or five minutes | sene in the 'tween decks. The cargo in the after we grounded, by which time the flames after hold was stowed under the platform were bursting out from under our feet. and the passengers were above the platform The ship was then on fire fore and aft, all I have seen 200 cases of kerosene in the deck houses being in flames. I saw the two | 'tween decks. We only used the 'tween engineers and the mate on the fore part of decks when the after hold was full. This the deck. I called them to me and said only occurred once in my time. Very aften we can't do any more, and then went the kerusene cases leaked. As soon as overboard altogether. We swain to the leaking once was discovered it was put back shore without taking anything, to keep us to be repaired. We never took these leaks afloat. The chief engineer can't swin. I cases on board; always put them had brought him ashore with the assistance of again. There was some kerosene in the the mate. There were year few Chinese woods around the hatches and at other left then. I saw a few about in the water. places where looky cases had lain for some They were making for the shore. When time, before they were returned. did not go. We stripped our clothes and | deck before being put in the liold.

stones at her. Soon afterwards the boats of the Pasig and Powan came along. I platform down to the ceiling was seven directed them to go to the bown of the ship and take off the passengers. The boat | Captain Watton-Had the ceiling in the of the Pasin took a few passengers off the lower hold much appearance of being sodcable hanging outside at the bows of the | den with kerosine !- There was ballast |aid the nurse took it away. He asked me to from burning. He was in a dying state board. The Pasig remained there till past | the ceiling could not be seen, midnight, and the Powan left about an Charles Chambers, chief ongineer of the hour and a half before that. I and the Wah-yeung, said-I hold a second ongineer's officers went on board the Pasig. The fire certificate from Hongkong. I recollect the was still blazing. We did not go in any night of the 15th inst. The second engiboats to see if any more passengers could neer took charge of the engines from Hong. be picked up. The Pasig and Powan's boats | kong during the first half of the voyage were around then. We could see no people and I take the other half. The second about in the water. The Pasig's boats came | engineer was on watch when the fire occurback about half-past eleven and reported | red. I was asteep and was called by the there were no more to be seen. I and the second engineer. I got up on deck and mate remained on the steam launch attempted to get to the companion, but Kam-Wah which was coming down from | could not do so as the smoke was com-Whampon I came down in the launch ing up so thick. I went forward with next evening. We had carried kerosene the passengers. I saw the Captain and on the ship and passengers at the same the second engineer there. For some time. When we were carrying kerosene time we could see nothing at all for the and passengers we put the kerosene down flames and smoke. By the time I came up below in the after-hold on the bottom of | we could not get near the boats. I assisted the ship. The largest number of cases we in getting the life-raft overhoard. There took was 2500 cases. We had no passengers | was very little trouble in getting it overmost ker sene we would have would be something to keep me affeat, as I could from 600 to 700 cases. The passengers not swim. I could get nothing but a would then be on the main deck. We small bamboo, The Captain said I think took in our kerosene outside the shipping you'd better jump. By that time the from a cargo-boat. We took no kerosene flames were up to the wheel-house. We all on this occasion. The fire may have been went overboard together, the Captain ca sed by passengers smoking in the after. saying he would assist me ashore. hold. I am sure those platform planks have seen kerosene stowed in the tween were never down below when we carried decks when passengers have been on kerosene. They could not therefore be board. I have seen a good deal of kerosene saturated with kerosene. I can't tell what | about the tween decks but not lately. The

> planks over the tunuel were shoved aft the ship on 12th October. I remember the when not in use, and were kept there. Captain Metcalfe-Was there any notice five. I was in charge of the engines. At against smoking in the after-hold?-You three minutes past nine I first heard of the you did you would get no passangers.

By Capt. Thomsett-I could not say how | time. I jumped over on the starboard add

many passengers we had in the after hold, and awam with difficulty. The after hold is not included in the pas-

brations large numbers of Chinese passen- The watch was right forward ou the awn- is surveyed. I don't remember whether the By Mr Webber-I was rather confused. gers were going back to Canton, and on ing deck. The wheel-house was about 15 boats were lifted out at the last survey of

the mate. He had gone aft. The crew returned to the awning deck and called to were forward on the maintiects. There was some sailors there to get the boats out. I passengers to be allowed to go down these. this being done, a lookout man on the awning deck. I then went to look for the Captain. "He was heard the mate singing but put the boat not in his room, but I saw him forward. I do with the owners. It is the Captain out. The boats were amidships. We were went back again to the boats. We were with whom we have to deal. If it is too has been concluded between the British sta ding for the shore and I was looking about getting one out on the port side when cold for passengers to go on the upper and French Governments regarding the out to see it. I saw the land and steadled | the flames and smoke burst out of the ports | deck I take it that you must not take t the helm. The flames were coming out at | and we had to leave the boat. I told the | at all. the hatchway. The officers and crew were sailors to get the rafts ready. We managed | Captain Witt-If I stopped them from stood that the assurances given by M. de all busy aft; I did not see any of them. to get one of the rafts over the side. That going down below, the owners would just Freyeinet in October, 1885, that no French When I steadied the helm the forward part was one of the two on the frees room deck. say I was proventing them from making orininals should be transported to those was enveloped in smoke. The wind was By that time the awning was on fire. We money. on the port beam, being northerly. When | could not get at the after rafts. We had a | Captain Thomsett-We have nothing to steering for the shore we were going about hose on board but we could not use it; there do with that. We are inquiring into the tends to press for a settlement of the French N.N.E. By that time the second engineer was too much snicke to allow us to get circumstances attending the burning of the recidiviste question, and will ask for the came out of the engine-room, saying he near the fire. A number of passengers ship in connection with which there was a could not stay longer for the smoke. It jumped overboard when we got out the raft | great loss of life, and in the evidence we have was about four or live minutes between Some of the sailors went up in the rigging found it has come out that you were carrythe time we ported the helm and the time but had to come down again as it was all in ling a number of passengers in a part of the Henry Holland that France has contracted we struck. The second engineer said he flames. I jumped overboard along with the ship where you had no right to carry them to evacuate the New Hebrides within four

By Captain Buckner-There was no com- I thing whatever to dolwith the passengers or forward the fice was coming out at the forward munication between the after hold and the cargo, and that it was entirely managed by port-holes. The four rafts were on the top longine-room. There was an iron bulkhead this comprador. of the mess-room deck. I took no steps separating them. We had three lengths of to throw them overboard. I know what the fire hoses on board, but we did not keep even the mate was not allowed to have anylife-rafts are there for, but I was directing them screwed on at night, We could not the passengers forward at the time. By do that on account of the Chinese passen.

By Capt. Preston-Wo had carried kero

we got ashure some soldiers who had come By Capt. Metcalfe-The kerosene taken down from the fort offered us shelter. We on board had to be taken over the main helped the people who were in the water to By Capt. Preston-The lamps in the get to the shore. When we got them all in, after-hold and main deck were square, and a Chinese sampan came along. She wanted had doors which could be opened by any to nick up the wreckage. She picked up one.

no passengers. We called out to her but By Capt. Metcalfe _ I don't know whether she shoved off. The other passengers that the cargo supposed to be medicine was of were landed and also the soldiers then threw an inflammable nature. By Captain Watton -The depth from the

Then the boat of the Pasia took us on fore and aft on the top of the ceiling and

When we carried passengers the board. After that I looked around for

was the cause of the fire breaking out. The kerosene had soaked into the wood. ship was only three years old, and was built Robert Hannan, second engineer of the Wah-young, said :- I hold a first engineer's By Staff-Commander Buckner-The certificate, obtained in Glasgow, I joined loth. We left Hongkong about helf-past

hold. I went to the tween decks and sa By Captain Thomsett-We had the boats a dense volume of smoke and flame coming swung out last month to see if they were I from the siter part of the ship. I went to the engine-room and told the men to clear out By Capt. Preston - The after-hold as well and leave the engines going. I then reported as the main deck was lighted by globe | to the chiefengineer. By this time the flames lamps, fed with ordinary Chinese oil. Cook. I were on the upper or awning deck. I did ing is not allowed. The Comprador looks | not hear anything about boats. I did not after the passengers; mone of the ship's help to get the life-raft over. I was pro-

The Chief Officer (Zindel), recalled at the

and if he did not get a letter in two or passengers round in two or three gangs, sens. We hook it in always ontaids the West-weing by her passenger certificate was

river it is very cold and the owners like the ties of the European nations will permit of Captain Thomsett-We have nothing to

stop her and pointed out the land to the Captain and I had enough to do keeping the Captain Witt-If I said no they would

evidence you state that you had no-Captain Witt said that was so, and that

thing to do with either the passengers or

The Court was then cleared and after consultation Captain Thomsettread the following

FINDING. (1) We find that the British steamer Wah yeung, 315 tons register, built of wood, three years old official number 88/384, of Hongkong left this port of Hongkong for Canton about 5 p.m. on the loth inst. with about 500 Chinese passengers. Some passengers were on the awning deck, some on the main deck and others in the afterhold, a place not licenced for the convey. ance of passengers. There is no available evilence as to what number of Chinese were in each of the p'aces.

tween decks, burning everything with the War Office. great rapidity. The fire was so rapid that one life-raft was put over the side.

to take such a hold of the ship the helm was ported and the ship's head was turn- son. ed to the shore, where she grounded four or five minutes afterwards at about 100 yards from Chuen-pee Point in the Canton river.

'tween decks.

(5) We are of opinion that the fire or iginated in the after-hold of the Wahyoung from the Chinese medicine or the passengers' luggage catching fire either from lighted matches, smoking, or the possible breaking of a lamp, or the use of naked lights, and that the rapidity of the fire along the tween dooks was the result of the main deck being saturated with kerosene oil. As the lower hold was only used for the storage of kerosene oil, the ballast and the ceiling would probably also have been impregnated with the oil and caused the sudden outbrook in that part of the ship,

The Court after carefully considering the master's statement in his defence, while sympathising with him for the unfortunate position he is placed in by being to some extent compelled by his owners to comanch circum tances to exonerate a ship's master from his proper responsibilities. doned the idea of having a torchlight proces-The Court, however, in consideration of aion. the master's exertions to save life after the fire, direct the suspension of Mr. Witt's certificate of competency (No. 257 of Hongkong) for the period of three mate's certificate being given to Mr Witt during the time of enspension. We are of opinion that some restriction, if not total probibition, should be placed on telegram says Endacott was discharged.) ships having more than twelve passengersfrom carrying kerosene oil and other dangerous goods.

Given under our hands, this 22nd day of November, 1887. (Signed) H. G. TROMSETT. JOHN A. G. BUCKNER. JOHN METCALFE.

WALTER HARVEY WATTON. FREDERICK PRESTOR. NEWS BY THE AUSTRALIAN

MAIL. The steamer Airlie, Captain Ellis, arrived here to-day from Australian ports. We take the following telegrams from Australian exchanges :--

London, Oct. 28. - The police authorities have published a story connecting the Clauna-Gael Society with the man supposed to have been a dynamiter, and upon whom an inquest has just been held. It has been senger accommodation in the survey report, request of the Captain, said he saw a accertained that Millar, one of the chiefs of but the ship would get top heavy with so sampan trying to pick up wreckage. We the Society, arrived in Bonlogne in April tried to get the people to resour some of with the view of arranging for a series of the passengers, but they would not go, and outrages during the jubiles calebrations, the passengers who were on shore, as well In consequence of the police having renever visited England. He employed Mel

Paris, Boulogne, or Amsterdam. THE REV. C. H. SPURGEON AND THE DAPTIST MINISTRY

man last he should want drink. I do not from 159 to 200, but after the Jubilee cele- o'clock. We were then off Castle Peak bay. It is usual to lift out the bonts when a ship Mr. Spurgeon has declined to form

MOBILISATION OF THE RUSSIEN ANY. London, Oct. 27 .- The Moscow Gazette declares that the recent mobilisation of the

LORD RANDOLPH CHURCHILL TO BE GOVERNOR OF CANADA

London, Oct. 27 .- It is reported that THE PHILIPPINE ISLANDS AND THE MEL

BOURNE EXPIRITION. Madrid. Oct. 27.—At a meeting of the Spanish Cabinet to-day it was resolved that LOCAL AUTONOMY IN THE BALKANS.

London. Oct. 27 .- The speech recently agreed to develop local autonomy in the

Capt. Witt-When we are going up the Balkan Provinces, providing that the trea-THE NEW HEBRIDES QUESTION. London. Oct. 26.-The convention which

New Hebrides question makes no mention of the recidiviste question; but it is underislands, will be adhered to.

London, Oct. 27 .- Sir F. Dillon Bell increation of a court competent to settle land disputes in the New Hebrides. It has been officially notified by Sir

RUSSIAN REPRISATS ACAINST GERMANY. London, Oct. 22. Russia is likely lo remit 20 per cent, of the duties levied on English imports, and 10 per cent, on goods admitted from France because England

admits Bossian corn, while in France only a small duty is imposed. This step on the part of the Russian Government is regarded as being in reality a reprisal against Germany on account of the increase of the corn duties in that country. THE SUGAR BOUNTIES. London, Oct. 27.—Baron de Worms, in addressing a meeting at Liverpool last night, expressed the hope that the proposed

conference in London on the sugar bounties question would lead to the establishment of a more equitable system of trade than exists at present. He announced that all the European Powers concerned in the question will be represented at the conference. THE ANTAROTIC EXPEDITION. Loudon, Oct. 27.—The council of the

Colonial Institute has requested the Imperial Government to co-operate with the Colonial Governments in despatching an exploring expedition to the Autarctic seas. THE PRENCH WAR OFFICE SCANDAIR London, Oct. 27 .- The Right and Ex-

(2) We find that about 9 p.m. smoke was treme Left of the French Chamber of seen to issue from the hatchway of the Deputies have coalesced, in order to carry after-hold. Almost immediately after- the motion for the appointment of a comwards dense volumes of smoke and fire mittee to investigate the charges of corcame up and made their way along the ruption brought against certain officials of

There is a great clamour on the part of the boats could not be got out, and only the French press to compel M. Daniel Wills son, son-in-law of President Grevy, to re-(3) We find that directly the fire was seen sign his seat in the Chamber of Deputies M. Grery supports the action of M. Wil-

Confidence in the Ministry is greatly THE VICTORY LEARING.

H.M.S. Victory (Lord Nelson's flagship (4) We find that many of the passengers at the Battle of Trafalgar), which has been were saved, but a large number must stationed at Portsmouth, has been found to have perished to the after-hold and the be leaking. The old vessel took in so much water that she nearly sank. DIVORCE CASE IN BUGLAND.

Landon, Oct. 27,-Mrs Trevanion, a

daughter of Sir Daniel Cooper, has petitioned for a divorce from her husband, Mr Hugh Arundell Trevanion, on the grounds of cruelty and adultery. The respondent denies the alleged charges. The Court has made an order allowing the petitioner the charge of her children.

REVIEW OF VETERAN TROOPS IN THE UNITED London, Oct. 28. - Jefferson Davis yesterday reviewed 30,000 veteran troops at Macon, Georgia, in the United States.

MR GLADSTONE AND THE LONDON DEMONSTRA. London, Oct. 24. Acting upon the advice of Mr Gladstone, the organisers of the demonstration to take place at Rotherhithe mit a breach of the law, cannot allow | this evening, to protest against the limitation of the right of free speech, have aban-

THE CASE CASE. London, Oct. 31. - The case of the young woman Cass v. Police Constable Endecotts for unlawful arrest in the streets of London months only. We recommend a first on a charge of solicitation, is still proceeding. Miss Cass in cross-examination admitted that she was guilty of careless behaviour before her marriage (?). (A later

DEVEAT OF THE FRENCH CARINET. London, October 31 .- M. Ronvier has been badly defeated in the French Chamber of Deputies on the question of supplying forage to the cavelry.

PHE BUSSIAN TARTEL London, October 31.—The Russian Press are opposing the proposed increase in the

MORE BAVING BY THE MOSCOW GAZETTE! Lionation, October 31.—The Moscord Gazette contains an article urging Europe to enforce the neutrality of Gibraltar.

the following telegrams from Australian	Exchange.
exchanges :	Honokono, November 22.
THE DYNAMITE DISCLOSURES.	On London—
London, Oct. 28.—The police authorities	
have published a story connecting the Clan.	看到我们的时候,我们就会被回来,看一 看看的"我看"这一笑,"我们 是我们的"的"我们的","我们的","我们们就是我们是我们是我们是,我们们们的"人"。
10-Gael Society with the man supposed to	SO Javataii.
lave been a dynamiter, and upon whom an	新设备的1000mm2000mm2000mm3000mm2000mm3000000mm3000mm3000mm300mm3000mm300mm30000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm3000mm30000mm3000mm3000mm300000mm30000mm30000mm30000mm30000mm30000mm300000mm3000000
nu lest has just been held. It has been	Oradita 4
Mottained that Millar, one of the chiefe of	Documents, I months igh 3 24
ne boolety, arrived in Ronlogge in April	On Pari-
TION THE VIEW OF A TANGING for B series of	
outrages during the jubiles calebrations.	a. 自然 / /// / 1945
o consequence of the police having re-	On New York-
sived warning of the intended attempt. he	
lever visited England. He employed Mel-	
ills, another member of the Clan-na Gael	On Bomboy—
ociaty, together with other agents; to our	THE PARTY OF THE P
y the outrages into effect. It is suspected	医克利耳氏畸形菌 医原列氏管 医二甲基 化氯甲基化甲基化甲基甲基 化铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁铁
hat an attempt upon the life of Mr Bal-	On Calcotia.
wir, Chief Secretary to Tremed, was con-	With the state of
emplated, but the police cleverly dogged	
very conspicator, whether in Hogland	Un shanghar—
aris, Boulogne, or Amsterdam.	的 医多种 的复数形式 医二氯甲基甲基磺胺 医二甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基
HE BEV C. H. SPURGEON AND THE DAPTIST	的人类的 "我们我 的是我们是一个就是一个的人,我们们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就会对什么。"
MINISTRY.	Gold Leaf, 100 has 32 55
London, Oct. 27The Rev. C. H. Spur.	Boyerslone 32.65
	74 T. St. 32

5. From P. and O. Co.'s Office to Puddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

Mails.

CANADIAN PACIFIC LINE. TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

THE CANADIAN PACIFIC RATEWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA, 2,553 Tons Register, WOTTON, Commander, will be despatched for VAN-COUVER, B.C., vid KOBE and YOKO-HAMA, on FRIDAY, the 25th November,

To be followed by S.S. PARTHIA, on the 10th December, and ABYSSINIA, on the 3rd January.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIT COMPANY. Through Passage Tickets granted to lingland, France, and Germany by all trans-

Atlantic lines of Steamers. First-class Fares granted as follows :-To Vancouver Mex \$160.00 To Victoria and San Francisco 175.00 To all common points in Can-) ada and the United States To Liverpool 300.00

To London To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application. Corsular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District

Freight Agent, Vancouver, B.C. Freight will be received on board until 4 p.m. on the 14th November. All Parcels must be sent to our Office and should be marked to address in full and the same will be received by us until 5 p.m. the day previous to sailing. For information as to Passage or Freight,

apply to ADAMSON, BELL & Co.,

Hongkong, November 12, 1887. NOTIOE. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY. MADRAS. CALCUTTA, ADEN, SUEZ PORT SAID,

- MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

LONDON. HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

N TUESDAY, the 29th November, at Noon, the Company's Steamship NATAL, Commandant Such, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th November. (Parcels are not to be sent on board; they must be left at the

Contents and value of Packages are re-For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Hongkong, November 16, 1887.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

VIA THE OVERLAND RAILWAYS,

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via -Yokohama, on THURSDAY, the 1st December, at 3 p.m. Connection being made at Yokohama,

with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the

day previous to sailing. First-class Fares granted as follows :-To San Francisco\$200.00 To San Francisco and return, 350.00 available for 6 months ... To Liverpool 333.00 To London

To other European points at proportion ate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. This allowance does not apply to through fares from China and Japan to Europe. Consular Invoices to accompany Cargo

destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, November 12, 1887.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES Reprinted from 'The China Mail.

WITH AN APPENDIX. THIS PAMPHLET is Now Ready. and may be had at the OFFICE OF THIS PAPER, Mesers. LANE, CRAWFORD & Co. s. Messia KELLY & WALSH'S

And Mr. W. BREWEB'S.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN SUEZ, PORT SAID, Trieste: Brindisi, Genoà,

ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO,

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THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

RUSSIA.

NMONDAY, the 28th day of November, with MAILS, PASSENUERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 Mail Office. p.m. on the 27th November: (Parcels are not to be sent on board; they must be Value of Packages are required. farther and greater facilities for the inter-

The Stoamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELCHERS & Co.,

Hongko ng, November 2, 1887.

To Let.

TO LET.

DOOMS in 'College CHAMBERS.' Apply to

DAVID SASSOON, SONS & Co. Hongkong, May 25, 1887.

> TO BE LET. With Immediate Possession.

CUITE of ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. Melchers & Co. These Premises are well adapted for OFFICES or STORES. ROOMS on the FIRST and SECOND PLOORS of Marine House.

BISNEE VILLA. PORFULUM. A GODOWN, at BOWRINGTON: SHARP & Co.,

Estate Agents. Marine House. Hongkong, October 17, 1887.

(With Immediate Possession) TWO DESIRABLE RESTDENCES situated I in Caine Road, West end Terrace opposite to Rose Villas.

TO BE LET.

 $^{\circ}$ Apply to No. 14, CAINE ROAD. Hongkong, October 31, 1887.

TO BE LET.

WITH Possession on the 1st January, 1888. A HOUSE in RIGHMOND A HOUSE in RICHMOND TERRACE. Apply to

MR. WILLMOTT,

Hongkong Dispensary. Hongkong, November 3, 1887.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersighted, Agents of the above Company, are authorized to Insure

against FIRE at Current Rates. GILMAN & Co. Hongkong, January 1, 1882.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTEP OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :-Marine Department. Policies at current rates, payable either

here, in London, or at the principal Ports of India, China and Australia. .. Fire Department.

Policies issued for long or short periods at urrent rates. Life Department.

Policies issued for sums not exceeding 25,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

QUEEN FIRE INSURANCE COM-PANY.

Company, are prepared to ACCEPA RISKS against FIRE at Current Rates. NORTON & Co.,

Hongkong, July 15, 1887.

Not Responsible for Debts.

any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour :-ALLIE Rows, Hewailan brig, Captain Phillips. - Wieler & Co.

Asta, British ship, Captain Thos. Anderson .- Arnhold, Karberg & Co. Baro Sewell, American ship, Capt. S. R. Ulmes.—Pustau & Co.

ISAAC REED, American ship, Capt. J. D. Waldo.—Siemssen & Co. REMBRANDT, American ship, Capt. J. D. Paine.—Russell & Co. VELOCITY, British barque, Capt. R. Martin,-Pustau & Co.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY

TIHIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of Notes and Queries on China and Japan,' has reached its

Fourteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new doparture has been taken, and the Review now gives papers on Traile, Commerce, and Descriptive notes of Travel by well-known N. B. - Cargo can be taken on through Bills | writers. It was thought that by extending of Lading for the principal places in the scope of the Review in this direction, the Magazine would be mademore generally

The Review department receives special Steamship PREUSSEN_Capt. C. Ponle, present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to Editor, China Review, care of China

The Notes and Queries are still continued and form an important means of obtaining left at the Agency's Office). Contents and from and diffusing among students knowledge on obscure points. The Correspondents' column also affords

change of views and discussion of various

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson. Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,-all well-known names, indicative of sound scholarship and thorough

mastery of their subject. The Subscription is fixed at \$6.50 per annum, postage included - payable in ad-Orders for binding volumes will be promptly attended to; Address, Manager, China Mail Office.'

OPINIONS OF THE PRESS. 'All our learned societies should subscribe to this scholarly and enterprising Reorew.'-Northern Christian Advocate (U.S.) The China Review * * * has an excellent table of contents.'-Celestial Empire. *The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding Leander 3 c Hamilton Brit. numbers.'-Celestial Empire.

'This number contains several articles of interest and value. - North-China Herald. The China Review for September-October ully maintains the high standard of excellence which characterises that publitation, and altogether forms a very interesting and readable number. Mecorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. " Notes on the Dutch Occupation 2130 of Formosa," by Mr. Geo. Phillips, contains, some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries

are as usual very interesting.'-North-China Daily News. 'A substantial and reliable Review which all students of China and the Chinese would do well to patronise. - Chrysanthemum. The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chiness" treats of a question that must necessavily be of great importance in the eyes of all missionaries. . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of

these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete

the number.'-H.K. Daily Press. Trubner's Oriental Record contains the following notice of the China Review:-The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desir-able; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first THE Undersigned, Agents for the above number of the Review by papers highly creditable to their respective authors .. Same translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statesman of the eleventh

century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also listingulahed by its literary grace, Besids notices of new books relating to China and the East, which will be a useful feature of Jeither the Captain, the Agents, nor the Review, if carried out with punctuality Owners will be Responsible for and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecossor in the field, and that the China Review may receive the support necessary to insure its continuance.

> Mr. Andrew Wind. NEWS AGENT, &C.

PARK ROW, NEW YORK, authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Quartand Chine Mail, and China Review. Wolf

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessei in the Harbour, the Anchorage is divided into eleven Sections, commencing at

11. Jardine's Wharf.

Great Island. Vessels near the Hongkong shore are marked his near the Kowloong shore k., and those in the Lody of the

7. From Naval Yard to Blue Buildings. L. From Green Islan 1 to the Gas Works. 8. From Blue Buildings to East Point. 2. From Gas Works to Jardine's Wharf. 9. From Kellett's Island to North Point. 3. From Jardine's Wharf to the Harbour Master's Olica. 10. Kowloon Wharves. 4. From Harbour Master's to the P. and O. Co.'s Office.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Vessel's Name.	Anchor age.	Captain.	Flag at Rig.		Tons.	Date Arrivo		Consignees or Agents.	Destination.	Remarks
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Her Britannic Majesty's Ships on the China Station.

491 Oct. 14 Gonsalves & Co.

Name.	e Rig.	Tons.	Guns.	<i>I.H.P.</i>	Captain.	Where at.
Alacrity Audacious* Cockchafer Constance Cordelia Daring Esk Espoir Firebrand Heroine Leander Linnet Merlin Midge Mutine Orion Rambler Rattler Sapphir- Satellite Solent	despatch-vessel double-screw iron frigate gunboat corvette sloop gunboat gunboat corvette cruiser gun-vessel gunboat hospital-ship sloop 2 screw iron armor plated sloop gunboat corvette cruiser torpedo mining launch	7008. 1400 6010 465 2380 2420 940 360 465 455 1420 3750 756 430 603 1200 4870 830 670 1970 1420 150	10 4 14 14 3 4 8 10 5 4 	4330 470 2590 920 340 470 460 1470 5000 1050 430 4040 690 1200 2360 1400	Captain. Captain R. Blair Maconochie Capt. Robert Hastings Harris LieutCom. H. H. Boteler Capt. L. C. Keppel Captain Henry H. Boys Captain A. H. Boldero LieutCom. H. R. Adams LieutCom. Denison Captain Chas. J. Balfour Captain M. J. Dunlop Commander W. Marrack LieutCom. W. M. Maturin Captain J. H. Martin Captain T. H. Royse Commander W. U. Moore LieutCom. W. Maitl. Dougall Captain W. C. Karslake Captain Arthur L. Alington Commander A, C. B. Bromley	Shanghai Wuhu Hongkong Hongkong Hongkong Homeward In reserve Hongkong Hongkong Hongkong Hongkong Shanghai Tientain Hongkong Shanghai Singapore Hongkong Singapore Hongkong Shanghai Kobe Hongkong Shanghai Kobe Hongkong
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· Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

... LairdBrit.

3 c Martin Brit.

Princess Wilhelmina .. 3 c Bruce Dut.

Queen of England......3 k Spencer Siam. bqe.

Santa Filomena....... 3 k Mendiguren ... Span. sch.

South American 9 c Tucker Amer. sh.

Teresa 5 c Venero Span. bqe

John M. Blaikie 8 c Faulkner Brit. sh. 1778 Oct. 11 Borneo Co., Limitod

bge.

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	w per at
Alcout	Russian gunboat	800			Captain Parenego	Nagazaki
Aragon	Spanish cruiser	1908			Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Rupe	
Aurors	Austro-Hungarian cruiser	1430			Captain Franz Muller	Yokohama
Bobre	Russian cruiser	1100	_		Captain Menschicoff	Nagasaki
Brooklyn	U. S. frigate	3900	14	1200	Flagship of Admiral Chandler	Yokohama
Cometa	French gunbost	475	4	450	Lieut -Commander Martel	Hongkong
Dmitry Donskoy	Russian frigate	6000			Captain N. Scrydloff	Kobe
Esser	U. S. corvette	1375	6	900	Commander Jewell	Yokohama
11tig	German gunboat	489		i i i i i i i i i i i i i i i i i i i	Captain Eickstedt	Hongkong
	French gunboat	445	2	270	LieutCommander Fouet	Haiphong
Jaguar	French gunbost	485	4	425	Captain Nény	Haiphong
Lutin Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chelmulpo
	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Monocacy	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Mordj	German gun-vessel	755	4	600	Captain von Hoven	Zanzibar
Nantilus	Russian cruiser	1330	9	250	Captain Zarine	Vladivostock
Nayezdink	U.S. corvette	2400	12	1150	Capt. Courtis	Tokohama
Omaha.	U. S. gunbosi	420	6	500	Lieut. Com. Thomas Nelson	Yokohama .
Palos	French gunboat				Captain M. Foret	On a cruise
Pareeval	- 1	540		420	Lieut Commander Poldlone	Heiphong
Plaviez	French gunboat	2200	15	2270	Captain Buge	Waha
Primariguet	French cruiser	1458	5		Captain F. Cravosia	On a cruise
Rapido	Italian cruiser	540			Captain Raphael d'Andrade	Mação
Rio Lima	Portuguese gunboat	3000			Captain Th. Avellap	Kobe
Ronda	Russian cruiser	0.00	1 7	1000	Commander Sucurieff	Corea
Sivotch	Russian cruiser	₩ ₩ 00 455	*	60	Commander Boyle	Japan
Sobol	Russian gunboat	. 1	5	500	Commander P. L. Gouveia	Macso
Tamega	Portuguese guinboat	610	12	4250	Captain Juge	Vokohama
Tarenne	Franch frigate	5880	-4.		Captain Lang	Yokohama
Vestnik	Romian corvette	1330		425	Capt, de Macoller	Yokobama
Vipere	French gunboat	480	4	4.00	Captain Makaroff	Kobs
Vitias	Russian corvetto	2950	12	建设设 加	Georgiandar Molehonsky	Visdigostock
Vostock	Russias gunboat			410	は 14 (Marin 上) (記事 14) (記念上) 発光性 (上) (記述 (Table) (注重 (2 Min)	Bhanghai
Wolf	German gunboat	384	6	340	Captain Jossellts	

SHIPPING IN OHINA, JAPAN PHILIPPINES, AND SIAM WATERS.

WHAMPOA. Brit. str. Hongkong Ashington Brit. Dan. etr. Nordon

AMOY. In port on November 14, 1887. MERCHANT STRAMERS. Spanish Don Juan British Hever British Patroclus British Zafiro MERCHANT SAILING VESSELS.

Christian Ger. soh Ger. sch. D. Barrow Brit. bqe. Mohawk Ger. FOOCHOW. in port on November 12, 1887.

MERCHANT STEAMERS.

Chinese Chinese Waiting MERCHANT SAILING VESSELS. Norw. sch. Emilie:

SHANGHAI. in port on November 10, 1887. MERCHANT-STRAMERS, British Ancona British Benlawera Chinese Fushun British Jason British Kiang-foo British Kung-wo: Chinese Kung-chi British Malwa Brtiish Ningpo

British Patroclus German Store Nordiske Danish Tokio Maru Japanese Kobe For sale ERRORANT SAILING VESSELS. Maria Berg

Laid up,

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TIENTSIN. In Port on November 5, 1887. Brit. bqo. Eart Escort Amer. bqe. Brit. bqc. Brit. bgs. Brit. bge. Sea Swallow

NAGASAKL in port on November 2, 1887. Kozaki Maru Japan, bge. HIOGO, In port on November 6, 1687. John Charter Amer. sh.

Brit. bge. R. Castle W. G. Davis Amer. sh. YOKOHAMA. In port on November 8, 1887. Brit. bge. Don Enrique Fearless Ger. Brit. ah. Honauwar Dan. sch. Louisa

Amer, sch,

MANILA. In port on November 5, 1887. Brit, sh. Austriana Benj. T. Hunt Amer, bqe. Brit. bqs. Cheshire Norw. bg. Defensor Brit. sh. Drumeltan Brit, sh. Formosa Brit. sh. Amer, bge Brit. ch. Hiram Emery Amer, bqc.

H. S. Sandford Brit. ah. Jabez Howes Amer, ah Mary L. Stone Amer. sh. Brit, ch. Nagpore Amer. bqe, Nomad BANGKOK In port on October 26, 1887. O. Tuffenbury Swed, bge Norw. bgs. Siam bg. Kim Chye Seng Siam. bqe. Siam. be Brit. bqa. Noddleburg

> Printed and published by Gao. MURRAT Barn, at the Chino Mail Office, No. 2 Wynchem Street, Hongkong,